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# THE AMERICAN ELEVATOR AND GRAIN TRADE



Established 1882 Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879. Established 1882

PUBLISHED BY  
Mitchell Brothers Publishing Co.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

One Dollar Per Annum  
SINGLE COPIES, 15 CENTS

VOL. XL

431 South Dearborn Street, Chicago, Ill., November 15, 1921

NO. 5

WE ARE **PROGRESSIVE** ENOUGH  
TO BE **AGGRESSIVE** FOR YOU

**McKENNA & DICKEY**  
**Grain**

60 BOARD OF TRADE

For your  
Business Sake  
Communicate

**HARRIS, WINTHROP & CO.**

52 Broadway, New York  
The Rookery, Chicago

**GRAIN—STOCKS—BONDS**

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AND

**Timothy**  
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Mail Samples for Top Market Bids

**Milwaukee**  
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MILWAUKEE, WIS.

Established 1877

**LANGENBERG BROS. GRAIN CO.**  
**GRAIN and HAY**

We Solicit Your Consignments

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**THE ILLINOIS SEED CO.**  
**GRASS SEEDS FIELD**

BUYERS CHICAGO SELLERS

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Covers all markets. Ask for the weekly or  
daily issue. Has the largest circulation of any  
grain literature.

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Grain Cotton  
Members New York Stock Exchange  
Members New York Cotton Exchange  
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**LETTER**

Established 33 Years

CHICAGO

**COURTEEN SEED CO.**

*Specialize in all*

**GRASS AND FIELD SEEDS**

SHIPPERS. Send Samples for Bid.  
BUYERS. Ask for samples and prices.

MILWAUKEE, WISCONSIN

**EAGLE SERVICE**

USE IT  
ON

**GRAIN AND SEEDS**

Chicago, Ill.



# WEEVAC

## GAS FLUID

**For the extermination of mill insects in all interior locations**

(Made by the Makers of ENOZ SPECIAL Moth Liquid)

### ENOZ CHEMICAL COMPANY

Chicago, 705-7 No. Wells Street

New York, 429 6th Avenue

#### WEEVAC TRIAL OFFER

ENOZ CHEMICAL CO., [A.G.T.12]  
705-7 North Wells Street, Chicago

Ship me 2 gallons WEEVAC GAS FLUID at \$8.50 F. O. B. Chicago; or 5 gallons WEEVAC GAS FLUID \$17.50, F. O. B. Chicago. (Scratch out offer you do not wish).

I will use it liberally. If it does not do all you claim for it, I will return the remainder within 30 days and you agree to cancel bill.

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Ship me 5 gallons ENOZ SPECIAL MOTH LIQUID, 1 Baby Fountain Spray, and 2 gallons of WEEVAC GAS FLUID at the combined price of \$28.50 F. O. B. Chicago. If order is received by you prior to December 15th, the price will be \$25.00.

I will use it freely. If it does not meet all your claims, will return remainder within 30 days and you will cancel the bill.

#### How to Apply

WEEVAC is for use in the interior locations, while ENOZ SPECIAL is best adapted for the surface work. WEEVAC is sprayed in the same manner as is ENOZ SPECIAL but not in the same quantities.

First, lightly spray machine interiors, immediately following through all spouts beginning at the uppermost openings and following downward through each opening on each floor; using from one and a half to two ounces for each three cubic feet of interior space. Keep all openings closed as well as all machines for a period of eight hours or longer.

To release all gas, open the machines as well as the spoutings, create a brisk circulation of air on the lower floor, allowing from thirty minutes to one hour's time.

In treating bins of grain or feed, spray the upper parts of the woodwork as well as the ceilings of the bins. Spray the top of the feed or grain lightly. This gas will travel downward and thoroughly fumigate. Close bins as tight as possible. If impossible to close tight, cover over the top of the grain with blankets, tarpaulin or sacks in order to confine the fumes. Bear in mind that this gas is not dangerous to handle nor injurious to the operator.

*Where to Stop in Minneapolis*

## THE CURTIS HOTEL

Tenth St., 3rd to 4th Aves., MINNEAPOLIS, U. S. A.  
Six Blocks From the Chamber of Commerce.

*Every Room an Outside Room. Every Room with Private Bath.*

**This Hotel Caters to the Grain and Milling Trade—Especially Suited to Conventions**

**Average rate for room and bath—\$2.50 single—\$3.50 double.**

Entertaining programs are rendered daily during luncheon and dinner hour on the great pipe organ in main restaurant by Dr. Frederic Tristram Egner. Orchestra music daily during dinner hour.

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Columbia Motor Truck Scale  
installed at the large plant of the  
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Since 1893—28 Years Manufacturers of Scales

## COLUMBIA MOTOR TRUCK SCALES

### Are the BEST—"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market.

COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago.

THERE MUST BE A GOOD REASON

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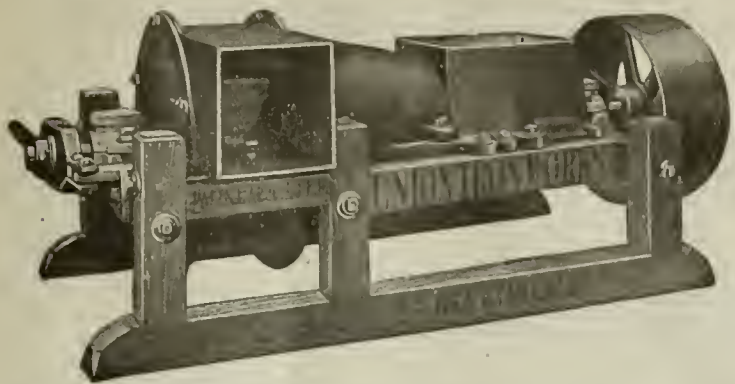
F. Beuckman & Son, Props.

Telephone Albany 4  
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Save money and send for list of our guaranteed rebuilt scales. All makes and capacities. Tell us what you want. Let us repair your scales—any make. We also carry parts. Finest equipment for scale work in Chicago.





"Western" Pitless Sheller

## Thanksgiving—November 24

We believe, when all's said and done, our Uncle Sam has very much to be thankful for in this year of our Lord, 1921. He's on his own soil; he has food a plenty; his trousers still reach below his boot-tops. That means no shrinkage in his wearing apparel. With roof, eats and raiment why shouldn't our Uncle Sam be thankful? The manufacturers of the

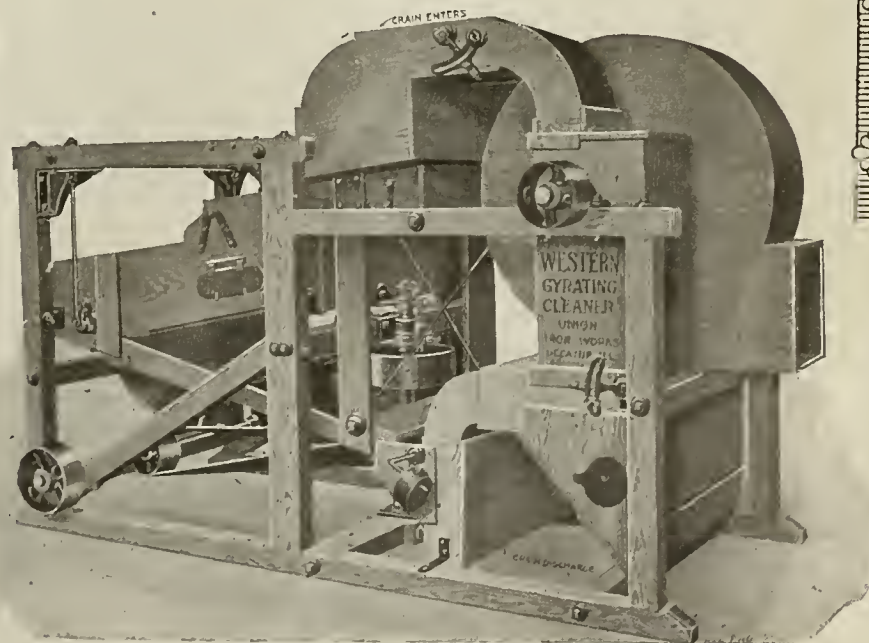
### WESTERN LINE

take occasion to express their thanks for the patronage of countless friends during the past year who believe in the **WESTERN** make of machinery. We are thankful and gratified if, in producing a superior line of machinery and specialties for the grain elevator and mill, we have contributed to the betterment of the grain industry.

Our entire line is set forth in general catalog No. 27. Send for it.

*Everything for Elevator or Mill*

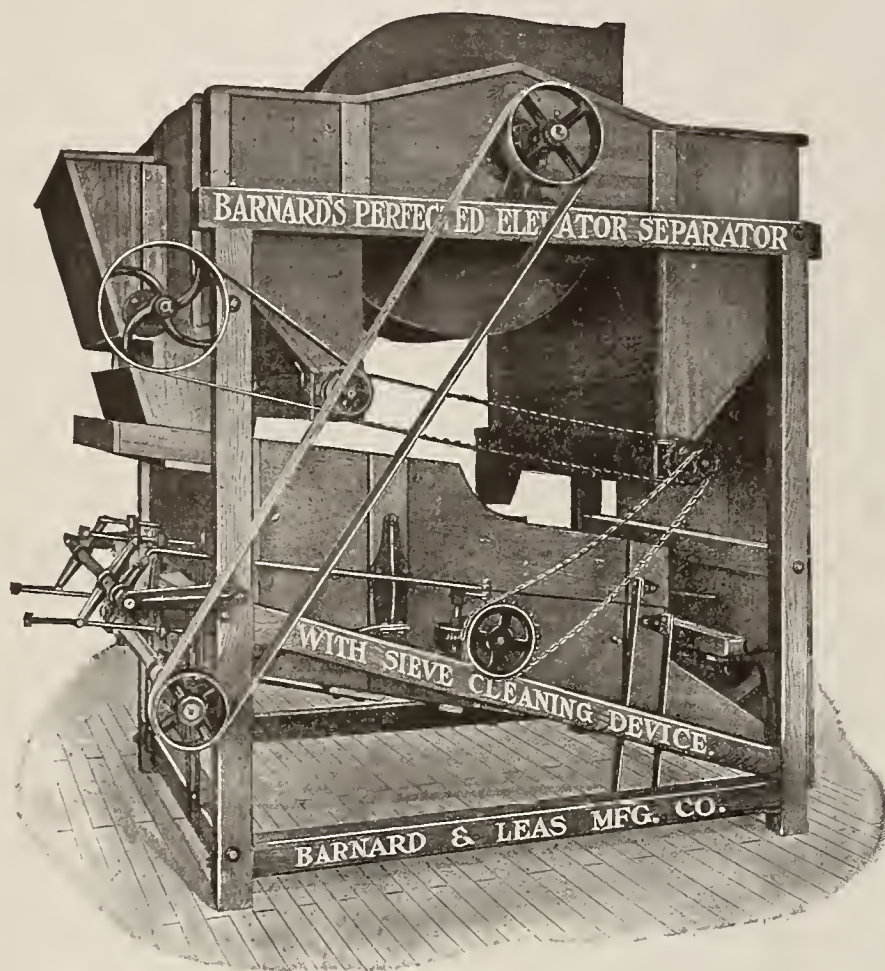
**UNION IRON WORKS**  
DECATUR      -:-      -:-      ILLINOIS



"Western" Gyrating Cleaner



## CLEAN YOUR GRAIN THOROUGHLY WITH Barnard-Moline Grain Cleaners



### Barnard's Perfected Elevator Separator

Removes, without clogging, all foreign material, leaving the grain thoroughly clean.

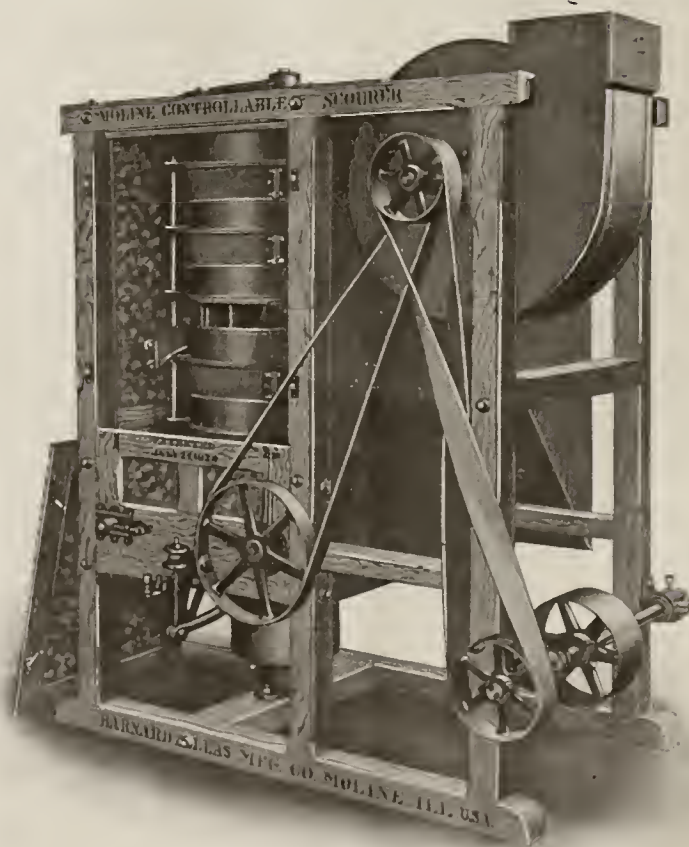
This is accomplished through the use of our Patent Sieve Cleaning Device, which is applied to the under side of the sieve and has the effect of lifting the clogged material out of the holes, while the effect of a cleaning device on top of the sieve is to force the clogged material down through them.

There are many other valuable features of importance incorporated in this machine, which you should know about. Write today for special Bulletin No. 14-M, giving full details.

## Barnard-Moline Upright Controllable Scourer

This machine enables the miller to have complete control over the degree of scouring all grades of grain as hard as nature will permit. We lay great stress on the fact that whether scouring hard, medium or mild, the same amount of grain is always passing through the machine, and receives the same number of blows or impacts; in no sense is the grain hurried through.

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MILL BUILDERS AND  
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





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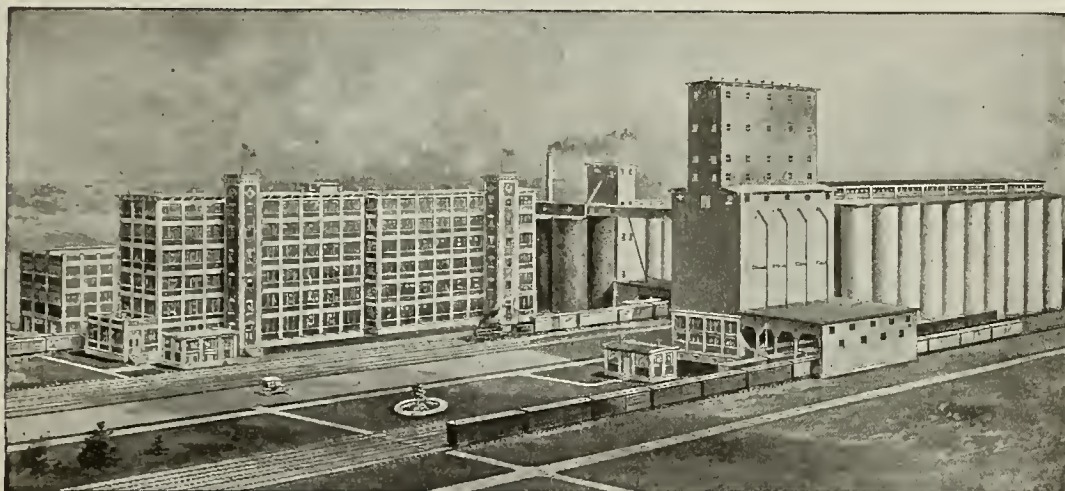
# Conveying and Power Transmitting Machinery

FOR THE LARGE AND SMALL ELEVATOR AND MILL

*Endurance is the Test of Quality*

WELLER MADE EQUIPMENT STANDS THE TEST

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Milling Co.,  
Kansas City,  
Kansas



Equipped With  
Weller-Made  
Elevating and  
Conveying  
Machinery

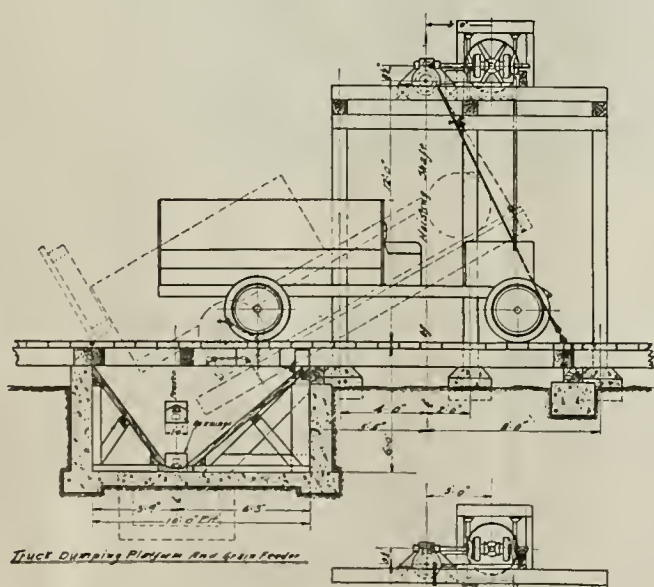
Most of the large and a great number of the small elevators and mills built in the past thirty years are equipped with Weller-Made Machinery—it is a matter of pride with us that many of our customers who, when starting, bought of us, when they were ready to expand specified for equipment made by Weller.

We design and make a complete line of Elevating, Conveying and Power Transmitting Machinery adapted to the handling of Grain, Coal, Etc.

You are invited to correspond with us about your equipment needs. Our engineering department is able to render most satisfactory service with layouts and suggestions and to carry out your wishes.

Catalogue "M" Grain Elevators—Sent on Request.

## WELLER TRUCK AND WAGON DUMP



Can be installed in any elevator.

Does not require the services of an expert; anyone familiar with tools and machinery can build the frame and install the lift.

Once erected it requires very little attention.

All the mechanism is overhead in full view of the operator at all times.

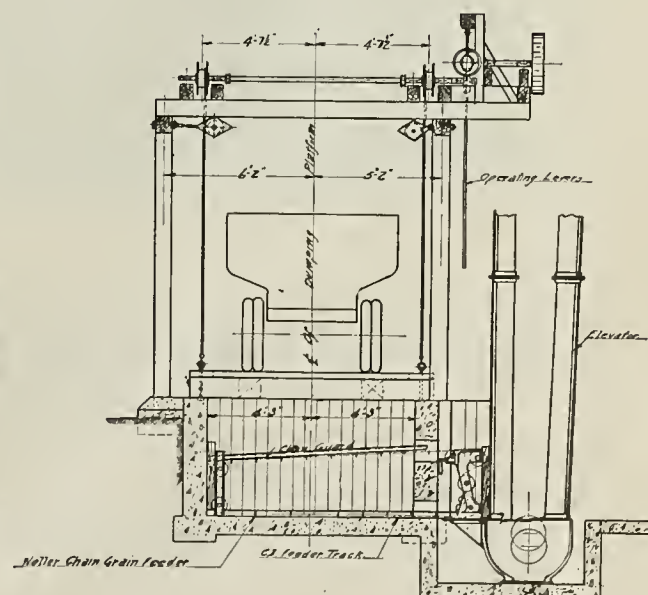
Easily controlled.

Worm gear on hoisting shaft gives positive lock at any point of lift.

No brakes; no air chambers; no hydraulic pumps.

Can be attached to line shafting, operated by motor, gas engine or arranged for hand power.

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# Indianapolis—Your Market

Indianapolis is known as the largest inland railroad city in the country and is the natural destination for shipments of grain from Indiana, Illinois, Ohio, Michigan, Wisconsin and states adjoining.

Its geographical location together with its railroads radiating to all sections of the country, makes it a logical outlet and distributing point to the East, South and Southeast.

These splendid railroad facilities assure quick handling of shipments with prompt returns on same.

Indianapolis also takes a natural



The Indianapolis Board of Trade

pride in having the largest corn mills in the country which, together with its flour mills and vast array of manufacturing industries, creates an exceedingly large local consumption of wheat, corn, oats, rye and hay annually.

This local and foreign demand makes for top prices on all shipments.

The market's adequate weighing facilities, its efficient inspection department, and increased elevator storage and drying equipment makes Indianapolis more and more important each season as a market for shippers and buyers of grain, hay and feeds.

*Route your grain and hay to any of the following firms, all devoted to your interests and all members of the*

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BERT A. BOYD GRAIN CO., Grain Commission  
CLEVELAND GRAIN & MILLING CO., Grain Commission  
THE EARLY & DANIEL CO., Grain Commission Merchants and Buyers  
P. M. GALE GRAIN CO., Grain, Feed  
HEINMILLER GRAIN CO., Receivers and Shippers  
HAYWARD-RICH GRAIN CO., Commission, Brokerage

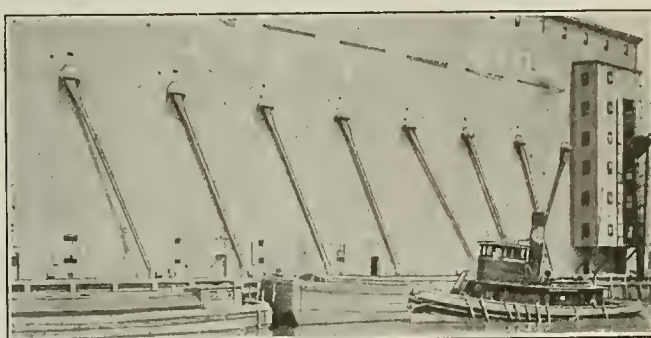
FRANK A. WITT, Grain Commission and Brokerage  
LAMSON BROS. & CO., Grain, Seeds  
McCARDLE-BLACK CO., Grain Merchants  
CARL D. MENZIE GRAIN & BROKERAGE CO., Brokers and Grain Commission  
MUTUAL HAY & GRAIN CO., Hay and Grain.  
STEINHART GRAIN COMPANY, Grain Commission  
SWAN GRAIN CO., Wheat, Corn, Oats, Rye.  
H. E. KINNEY GRAIN CO., Receivers and Shippers



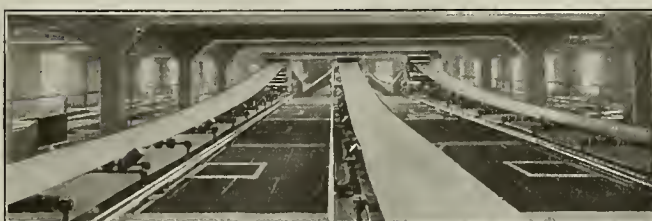
# WEBSTER GRAIN ELEVATOR EQUIPMENT



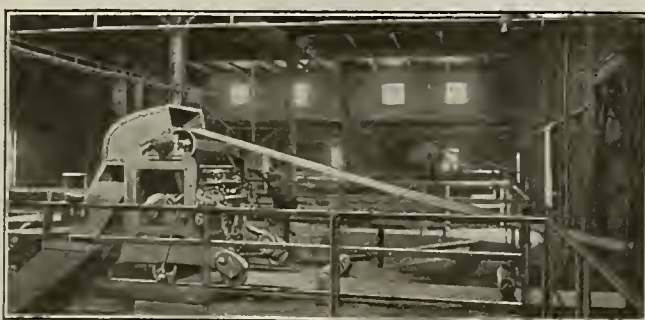
Spouting Machinery



Boat Loading Spouts and Marine Leg



Belt Conveyor



Tripping Equipment



Car Pullers

When You Specify  
**WEBSTER GRAIN ELEVATOR EQUIPMENT**

You May Feel Confident That You  
Are Buying Machinery That Will  
Give Sustained, Efficient Service  
at Low Operating Cost.

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# CINCINNATI

## THE GATEWAY TO THE SOUTH AND EAST

Has the "square deal" plugging system for hay.

Has reconsignment and transit privileges and other favorable points which insures most successful handling of grain or hay shipments.



Home of the Cincinnati Grain and Hay Exchange

Is the terminal point for 200,000 miles of railways and therefore a convenient shipping point for the country dealer, and local buyers are enabled to distribute all products quickly and to best advantage. Has weighing and inspection service second to none and up-to-date grain and hay merchants constantly safeguarding their patrons' interests.

Those are just a few of the reasons why you should ship your Grain and Hay to Cincinnati. Ship to any of the following responsible grain and hay firms, all members of the

## Cincinnati Grain & Hay Exchange

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 BINGHAM-SCHOLL GRAIN CO., Grain Exclusively  
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 BLUMENTHAL, MAX, Grain and Feed  
 THE D. O. CROSS CO., Grain, Hay, Mill Feeds  
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# CONVEYING, ELEVATING, POWER TRANSMISSION MACHINERY and COMPLETE GRAIN ELEVATOR EQUIPMENT

*Including the Well Known*

UNITED STATES CORN SHELLERS  
UNITED STATES GRAIN CLEANERS

Which are unsurpassed in machines of this character.

U. S. Quality Best

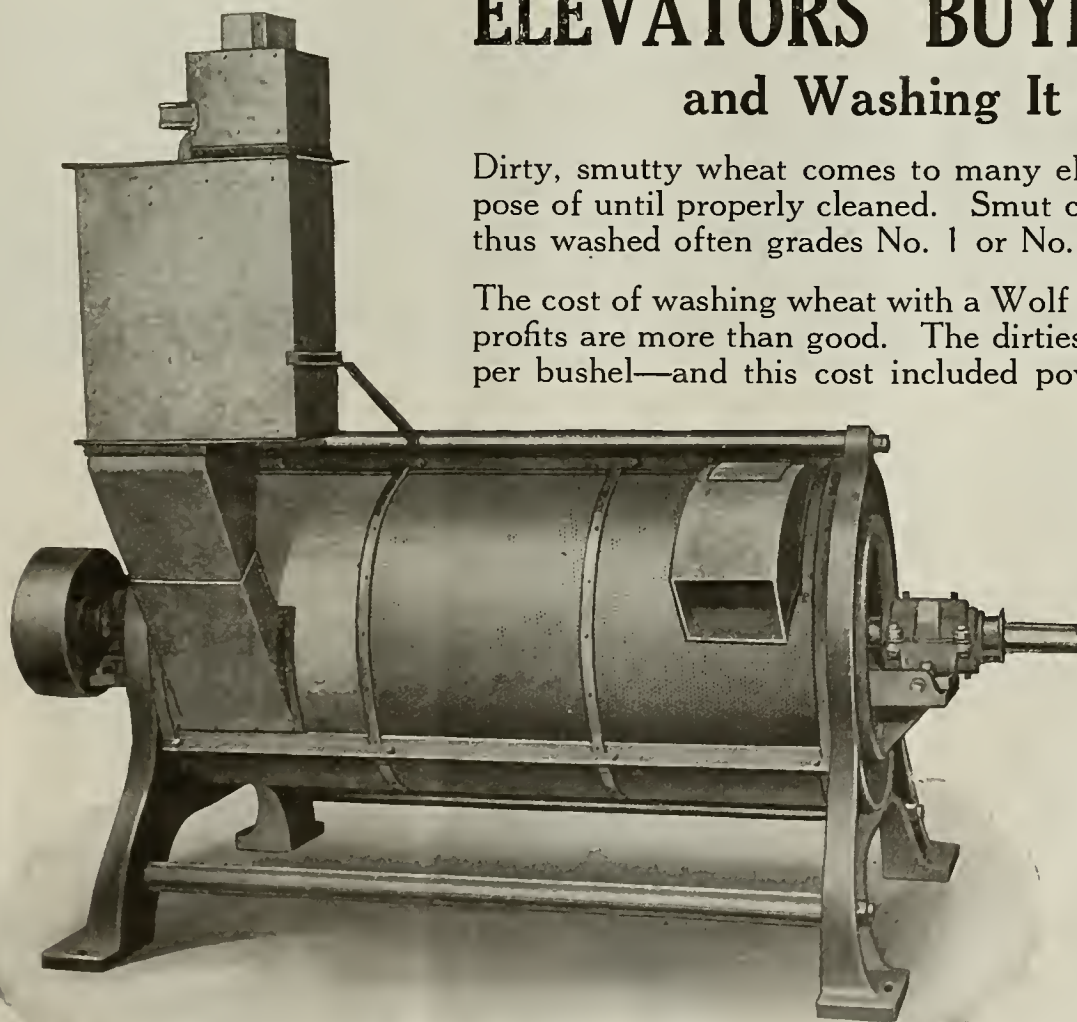
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BLOOMINGTON, ILL.

## ELEVATORS BUYING DIRTY WHEAT and Washing It Make Good Profits

Dirty, smutty wheat comes to many elevators. It is graded down and hard to dispose of until properly cleaned. Smut cannot be removed without water and wheat thus washed often grades No. 1 or No. 2.

The cost of washing wheat with a Wolf Wheat Washer and Drier is so small that the profits are more than good. The dirtiest wheat may be cleaned for one-half cent per bushel—and this cost included power, water, waste and labor.



The Wolf Wheat Washer and Drier  
*Also built with two cylinders*

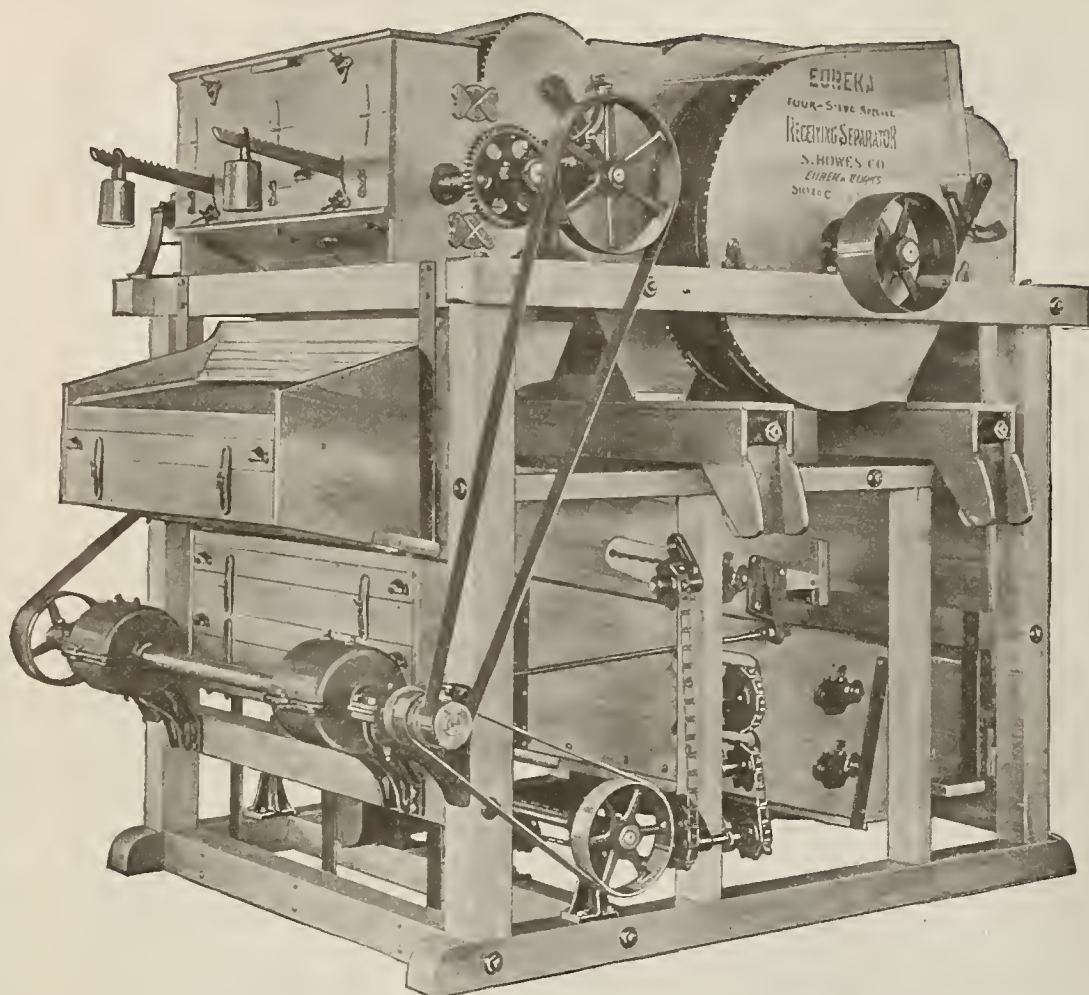
Wheat thus washed on the Wolf Washer and dried by the powerful fans may be spouted directly to the car and shipped without danger of heating. All trace of smut has been removed and the wheat is in its bright natural color.

Built for capacities from 20 to 400 bushels per hour—with collar oiling or ball bearings—single or double cylinders.

Perhaps the secret of your competitor's rapidly increasing trade is his ability to handle all grades and conditions of wheat. Why not learn more about washing wheat and its advantage in the elevator.

**THE WOLF CO.**  
Chambersburg, - - - Pa.





With the instant Brush Take-down, Brushes can, in four seconds, be dropped from one side of the machine.

## A TRULY MAGNIFICENT CLEANING MACHINE

is this



**"EUREKA"**



More can naturally be expected of it—better and more precise separations, both by air and sieves—because we provide the mechanical means,—features unique, many of them, to assist the operator to do exactly what he wishes to accomplish.

When you hear a man say: "I can clean my grain right now," you will understand that that man bought a "Eureka" Four Sieve Special Receiving Separator.

New Lists now ready

**S. HOWES CO., Inc.**

**EUREKA WORKS**

**SILVER CREEK, N. Y.**

European Branch: 64 Mark Lane, London, Eng.



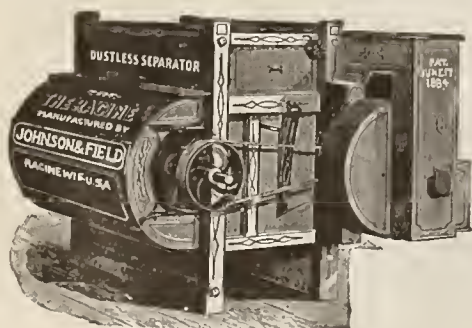
*New York State Barge Canal Terminal Elevator Now Under Construction*

**\$148,345.00 saved by the State of New York in placing contract for this structure with us.**

ADVANCED METHODS—INTENSIVELY DEVELOPED ORGANIZATION—MADE THIS POSSIBLE

**FEGLES CONSTRUCTION COMPANY, Limited** MINNEAPOLIS, MINN.  
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### —THE RACINE DUSTLESS SEPARATOR—



### YOUR PROFITS

CAN BE INCREASED IF  
YOU RUN YOUR GRAIN  
OVER OUR

Dustless Grain and Seed Separator

Special Screens for All Kinds  
of Grain

Our Machines have probably brought higher grades to more country grain shippers than all other makes combined, saving the cost of each Machine many times in a season.

Write for prices on the "RACINE" line of grain cleaners

**JOHNSON & FIELD MFG. CO., Racine, Wis.**

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Our long experience as a builder of elevators insures you an up-to-date house. Write today.

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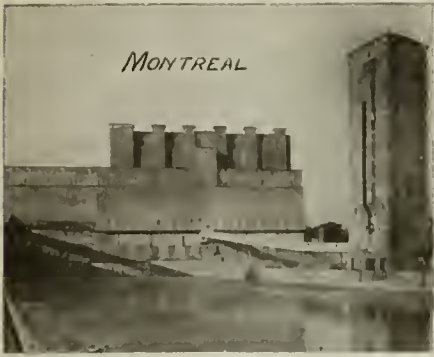
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NEEDED by every Elevator Operator and Miller. Contains 171 ingenious and well described and illustrated Devices for Saving Time, Labor and Money in Mills and Elevators. **PRICE, \$1.25 POSTPAID**

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For sweeping grain cars and elevators, the STAR BRUSH has no equal. Made of stiff selected fibre, 5 inches long. Guaranteed to outwear four or five corn brooms and do cleaner and faster work. Built on hardwood block 14 inches wide and flared to an 18-inch sweep. Largest elevators in Minneapolis, Duluth, Port Arthur and Ft. William now use this brush exclusively.

Order a dozen today. If within sixty days you do not find them entirely satisfactory, send them back. We'll pay the transportation charges both ways.  
Price \$16.00 per dozen, F. O. B. Minneapolis

**Flour City Brush Company**

422-424 South Fourth Street

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### The "Knickerbocker Cyclone" Dust Collector



**For Grain Cleaners**

ALL STEEL

*Write for Catalog*



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**B**ECAUSE of our many years' experience as specialists in the erection of buildings for the Milling and Grain Trade, we are in a position to give to your building problems the benefit of a vast amount of valuable, practical knowledge.

**T**HIS knowledge put into effect by our specially trained organizations means a big saving to you in construction costs.

Let us submit estimates and sketches without charge on any contemplated improvements.

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Builders of Mill Buildings, Grain Storages,  
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SEND US YOUR INQUIRIES



400,000-BUSHEL ELEVATOR  
BUILT FOR  
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Grain Elevators

Ear-Corn Plants

COMPLETE

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about the condition of that grain in your bins?  
Let us equip your storage with a

## Zeleny Thermometer System

to tell you the exact condition of  
the grain and cut out the worry

*Over 100 Elevators Equipped*

Write for Description

## WESTERN FIRE APPLIANCE WORKS

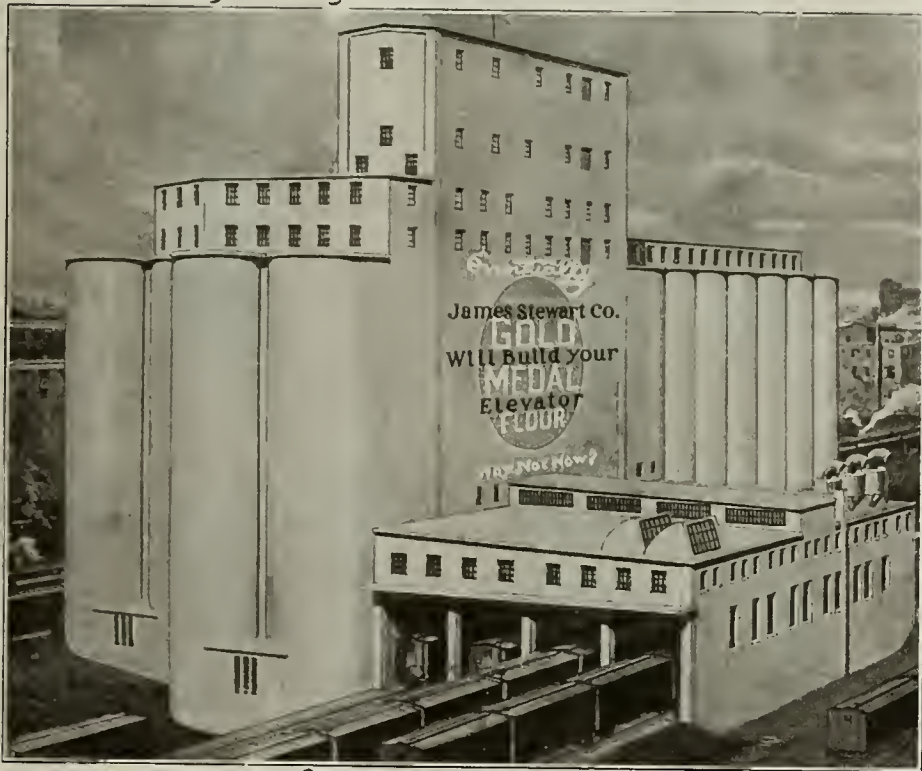
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Chicago



TWO MILLION BUSHEL FIRE PROOF  
RECEIVING ELEVATOR

FOR

Washburn-Crosby Company  
Minneapolis, Minn.

"We have built for many of your friends.  
Eventually we will build for you. Why not now?"

We Design and Build Elevators, any type of Construction, in any part of the World.

**JAMES STEWART & CO., Inc.**

GRAIN ELEVATOR DEPARTMENT

Twelfth Floor, Fisher Building

W. R. SINKS, Manager

CHICAGO, ILL.

**THE POLK SYSTEM**All-steel machines for all kinds of  
CIRCULAR CONCRETE CONSTRUCTIONWe contract grain storages, water  
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**Randolph Grain Driers**  
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**The Barnett & Record Company****GENERAL CONTRACTORS**

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Reinforced Concrete and Steel Ore Dock con-  
structed at Superior, Wisconsin, for the Allouez  
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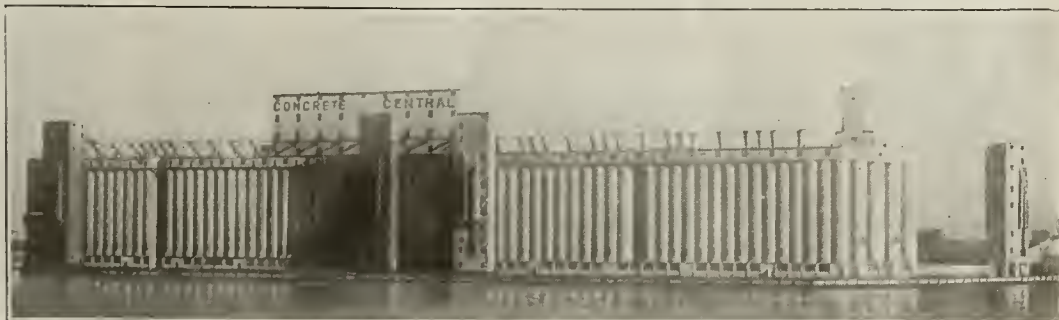
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Sifted through the Wheat Screen

Another Atlantic Coast Export Elevator  
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## Invincible Machines

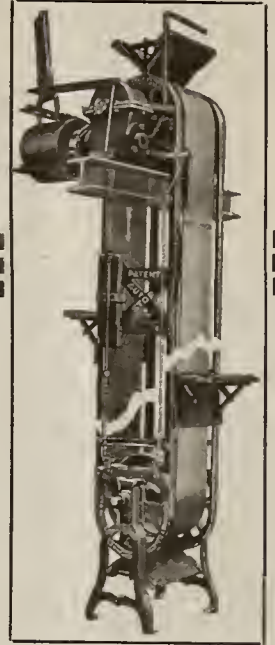
The New York State Terminal Elevator  
Now being erected in  
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Twice as much exported grain is cleaned  
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Only One  
GENUINE  
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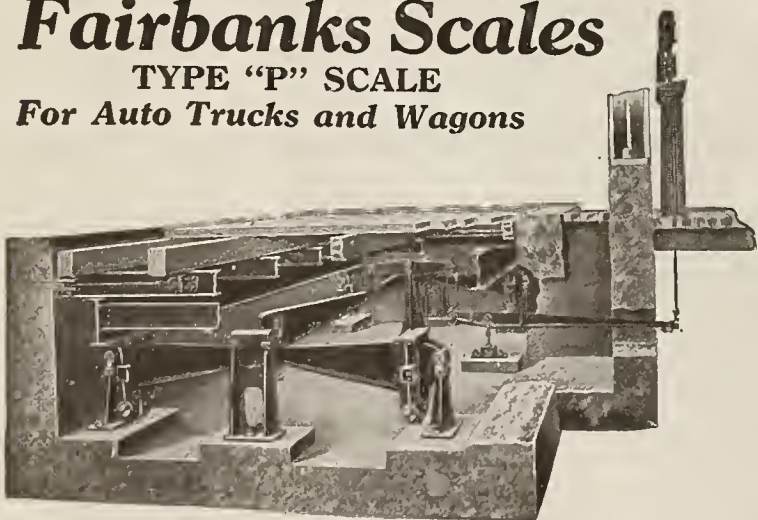
This is the genuine Humphrey Employee's Belt Elevator which has been saving time and increasing production in hundreds of plants for 32 years.

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The suspended platform construction means that the load instead of resting on the knife edges is suspended from them—shocks and jars are absorbed by the system of levers before reaching the bearings. This means continued accuracy, sensitiveness and durability.

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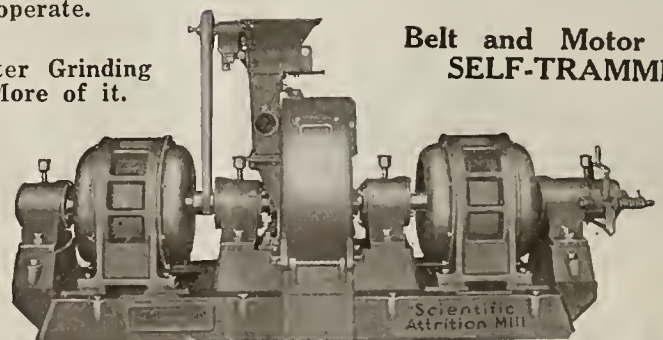
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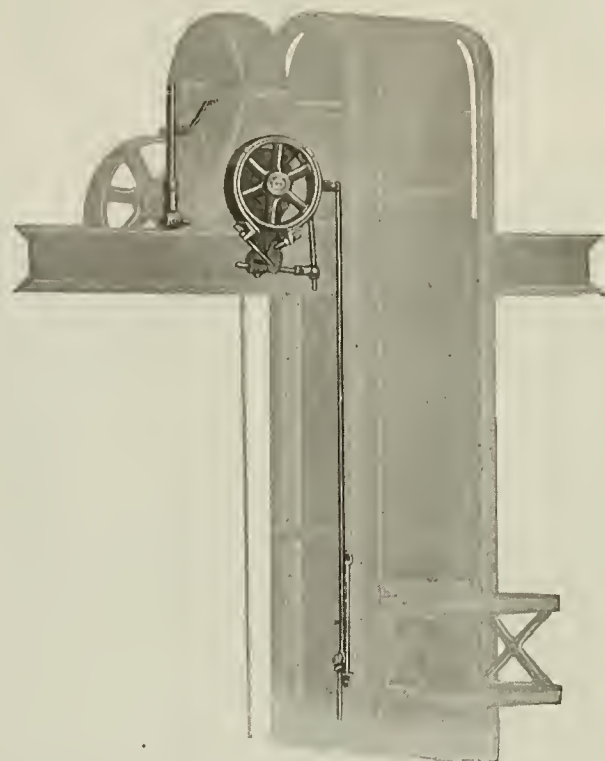
It means the success or failure of  
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Best Material—Best Workmanship—Best Service

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The automatic stop mechanism furnished with the Nordyke & Marmon Company service elevator adds the vital feature of safety to the elevator's other excellent qualities of reliability and utility.

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Vitrified Tile Silos

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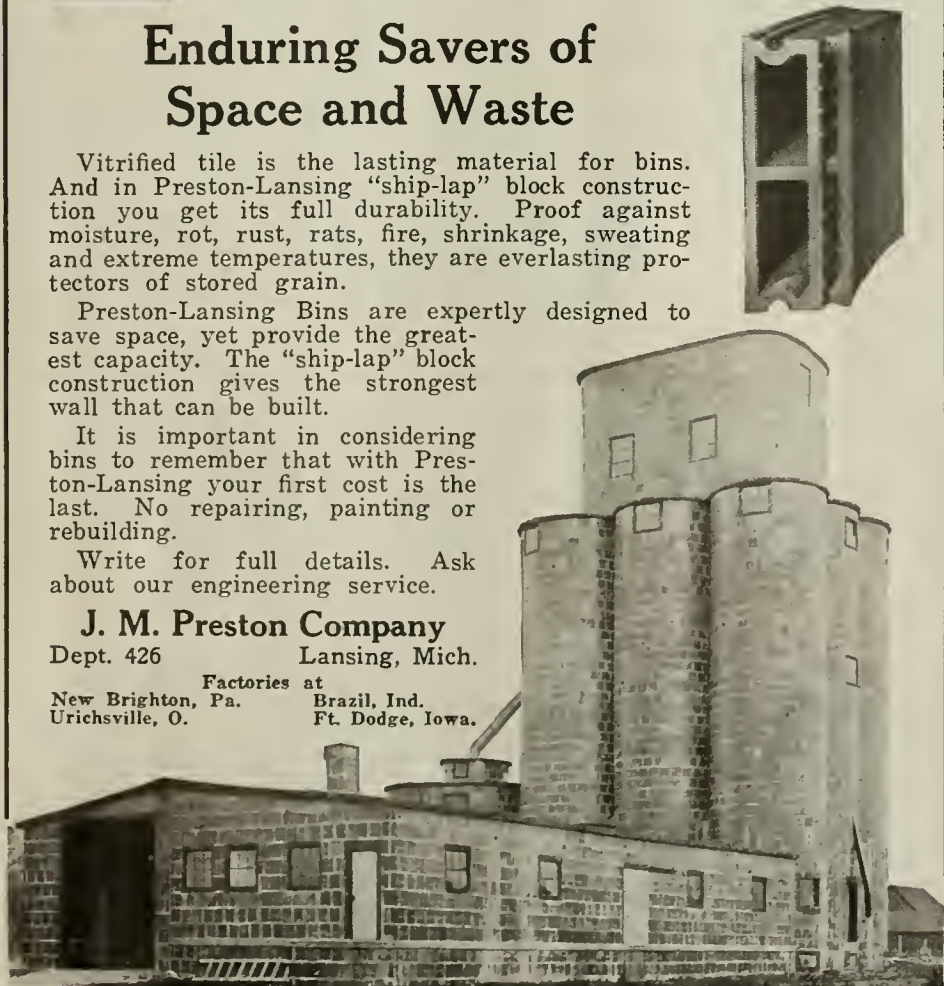
Preston-Lansing Bins are expertly designed to save space, yet provide the greatest capacity. The "ship-lap" block construction gives the strongest wall that can be built.

It is important in considering bins to remember that with Preston-Lansing your first cost is the last. No repairing, painting or rebuilding.

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Factories at  
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F. F. Burroughs } Managers  
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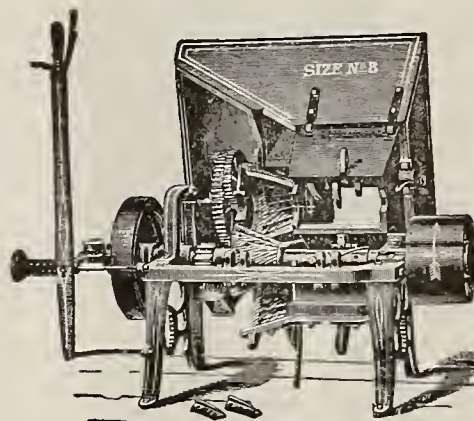
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Crush and Grind ear corn, husked or unhusked, alone or mixed with any kind of small grain in any desired proportion. Reduce the material to any fineness desired for feeding purposes.

11 Sizes, 2 to 25 H.P.  
Sold with or without Sacking Elevator.

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For unlimited profits and for greatest efficiency in your mill or elevator, install

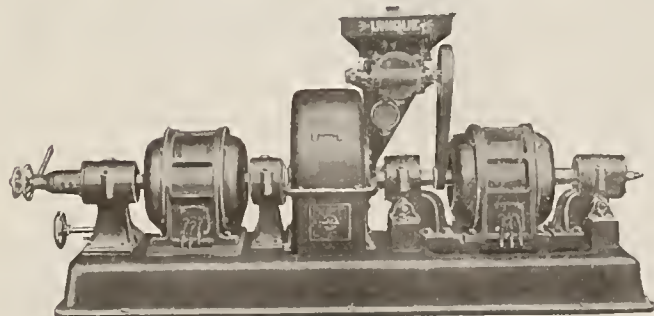
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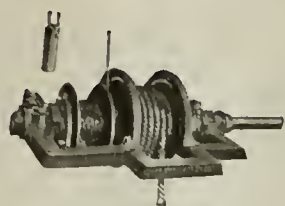
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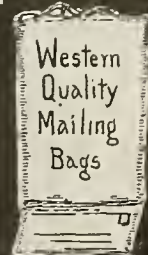
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BURLAP AND COTTON BAGS

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## Stern, Costly Facts

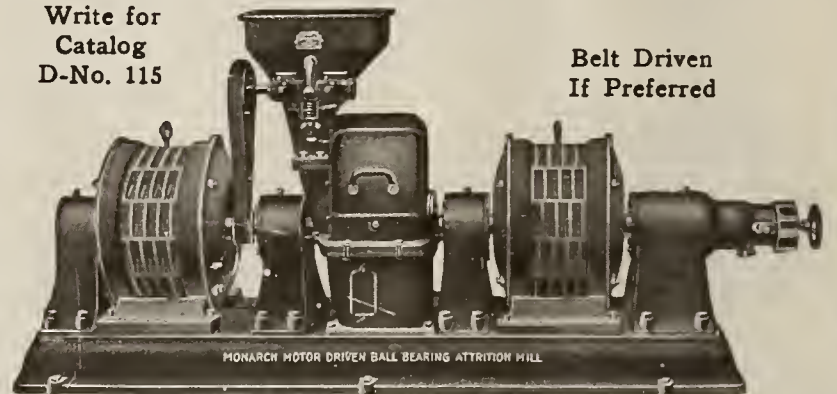
Are the little daily losses in time and lubricant; the repair stops and expenses; the trouble caused by uneven grinding and the maintenance bills of a babbitt bearing, out-of-date feed grinder.

We ask, as a plain business proposition, which would pay you better, to ignore these losses, which, in the aggregate, soon amount to a substantial sum of real money, or to protect yourself permanently from such loss by investing in

## The Monarch Ball Bearing Attrition Mill

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The Monarch is never careless, heedless or inattentive to business. Ball bearings practically eliminate friction, institute perfect and permanent tram, chase away power and lubricant losses, and inaugurate and continually safeguard uniform grinding.

The mission of this mill is to protect your profits; not by the grace of luck, but by inbuilt, original features which never cease to exist.

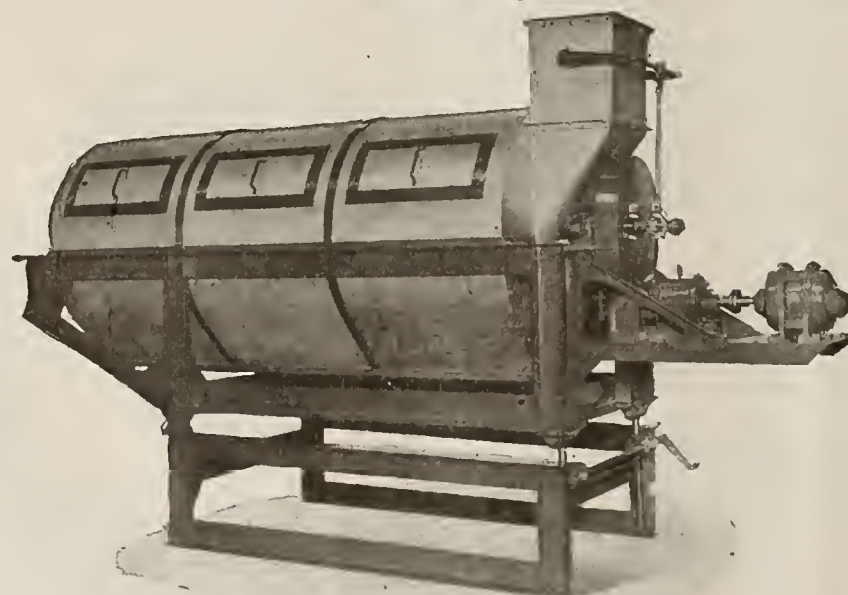
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Chicago Office: No. 9 South Clinton Street

## The ELLIS ROTARY DRIER

Ball Bearing



We illustrate an Ellis Rotary Drier, Type "B," specially constructed with automatic feeding device, direct drive and adjusting screws for the purpose of quickly and easily changing the rate of flow. The drier is also equipped with a direct connected exhaust fan unit to remove the steam and vapor. Quotations on request.

The Ellis Drier Co., Roosevelt Road & Talman Ave., Chicago, U. S. A.



## Terminal Elevator Insists on Morse Drives

ONE would imagine that the average Englishman came from Missouri. He wants to be shown. When he entertains a business proposition he has to see the whole thing through before he makes a start, for he takes no chances on known conditions. His calculations are not based upon guesswork, but upon fact, so far as they can be ascertained in advance.

The Western Terminal Elevator Company of Fort William and Winnipeg is made up of typical Englishmen in this respect. When they built their newest terminal elevator at Fort William every detail was specified before the Burrell Engineering & Construction Company, of Chicago, began building the house which it designed.

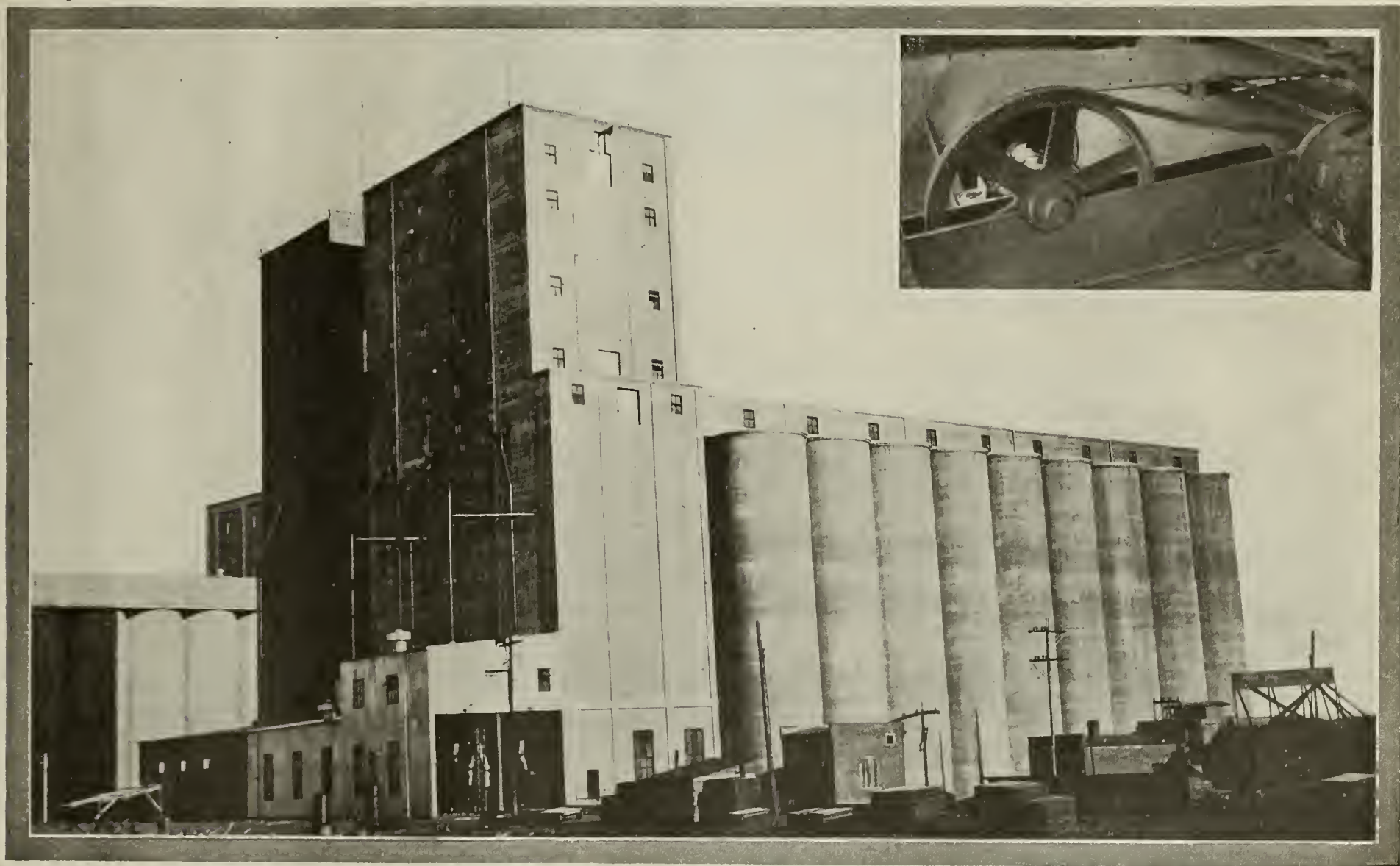
The Western Terminal concern had built an elevator at Fort William three years previous. Al-

though it had a capacity of 1,000,000 bushels, the business of the company had already outgrown the facilities of the house so that the new plant of 1,100,000 bushels was built, giving the firm over 2,000,000 bushels' capacity at the Head of the Lakes. The experience which was acquired in the three years' operation of its first modern house gave the firm much exact data upon which to base the specifications of the new elevator. If there was one thing more than another that had been impressed upon the company it was the necessity for dependable and efficient power transmission service. The story of the experiences leading to this conclusion is too long for recital here; the significant thing is that the company specified Morse Silent Chain Drives on all the conveyors handling grain through the house,—there must be no interruption of that steady flow of cereal which determines the profits and losses of every business. To fill an elevator to capacity is a simple matter; to keep grain moving is more difficult, but is essential

to success. The Western Terminal Elevator Company was determined to keep the grain moving; that is why it insisted upon Morse Chain Drives. In other respects also the new elevator measures up to exacting demands of terminal elevator service. It is built of reinforced concrete and rests on a solid concrete mattress supported by piling. It is located on the Canadian Pacific Railway close to the Kaministiquia River, which empties into Thunder Bay, with dockage for the largest lake vessels under the shipping spouts. The working house and storage annex have dimensions of 854x280 feet on the ground plan. The working house is 45x95 feet and 107 feet in height.

Grain is received from cars through four receiving sinks. These empty in pairs to two receiving conveyors, which lead to the boots of the two receiv-

except what moves after the close of navigation. The grain going out by boats is handled by two shipping conveyors located in the gallery over the storage bins, which discharge into four shipping bins. From these bins it is sent to the vessel by two boat-loading spouts having a capacity of 20,000 bushels per hour each. The flexibility of the grain movement through the house can best be indicated by saying that in addition to the receiving conveyors and legs and the shipping conveyors, already mentioned, there are in the working house two shipping legs which elevate the grain received from the storage bins by means of three belts in tunnels under the bins; three cleaner legs; one screenings leg; and a reversible transfer belt. The gallery over the storage tanks contains three conveyors. The storage annex is comprised of 36 tanks, 21



PLANT OF THE WESTERN TERMINAL ELEVATOR COMPANY, FORT WILLIAM, ONT.—A TYPICAL MORSE DRIVE IN A GRAIN ELEVATOR

though it had a capacity of 1,000,000 bushels, the business of the company had already outgrown the facilities of the house so that the new plant of 1,100,000 bushels was built, giving the firm over 2,000,000 bushels' capacity at the Head of the Lakes. The experience which was acquired in the three years' operation of its first modern house gave the firm much exact data upon which to base the specifications of the new elevator. If there was one thing more than another that had been impressed upon the company it was the necessity for dependable and efficient power transmission service. The story of the experiences leading to this conclusion is too long for recital here; the significant thing is that the company specified Morse Silent Chain Drives on all the conveyors handling grain through the house,—there must be no interruption of that steady flow of cereal which determines the profits and losses of every business. To fill an elevator to capacity is a simple matter; to keep grain moving is more difficult, but is essential

ing legs, which elevate it to the Fairbanks Scales and garnerers in the cupola. Each leg has a capacity of 12,000 bushels per hour. From the garnerers it is sent to storage, to the shipping bins, or to the cleaning bins. The grain cleaning department is most elaborate and most of the grain received passes over one or more of the machines in this department. The cleaning equipment consists of the following Monitor machines furnished by the Huntley Manufacturing Company: Six flax machines; five wheat cleaners; two scourers; one oat clipper; one wheat and oat extractor. In addition to these there are two Monitor Screenings Machines located in the cupola. The others are all on the first or working floor.

Practically all of the grain is shipped by boat,

feet in diameter and 95 feet high, and 24 interspace bins. Both the working house and storage of the new elevator is independent of the original elevator operated by the company.

All the conveyors in the house are operated by Morse Silent Chain Drive, ranging in power from 7½ to 35 horsepower, taking off from motors on short centers. The advantage of this drive in elevator operation is so obvious that no engineer would hesitate to install it except in special cases. The Chain Drive has the positive engagement of gears, and combined with that has the flexibility of belt or rope, without the expensive disadvantages which attach to these other drives. Its efficiency has been thoroughly demonstrated; its upkeep is practically nothing; and in every installation it actually saves money for the user in addition to the feeling of security which it gives and which, in itself, is worth considerable. The experience of the Western Terminal Elevator Company certainly justifies the installation.—Advertisement.

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Secure Data and Estimates of "MORSE" DRIVES. SAVE Construction, Space, Light, Fuel. Producing More With Less.

MORSE CHAIN CO.

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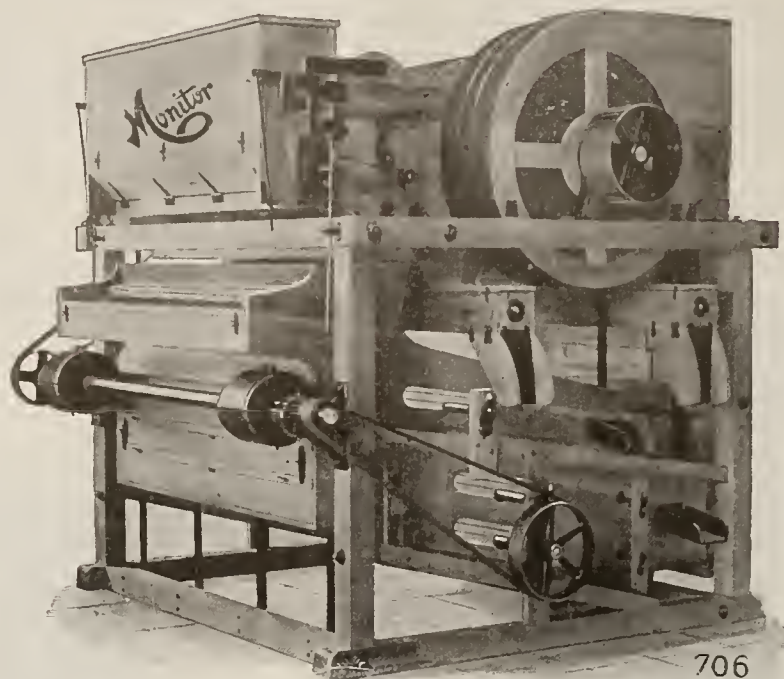
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The success of your operations are more closely bound up in the work that your cleaners do than you realize.

As they clean, so you profit or lose. If they do not clean as well as your competitors machines clean, so you pay in lower profits, dockage and other unpleasant ways.

## The Monitor Cleans Thoroughly Because

- it is fitted with air separations of a discrimination not known in other machines.
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- of the accurate control that the operator has of its work.
- when you set it to do certain work, it maintains that work without deviation until you see fit to change it.
- of its adaptability to all grains.
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- of its ability to stand long punishing runs.

Its the machine to select if you are interested in getting the most for your money.

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A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



Published on the fifteenth of each month by Mitchell Bros. Publishing Co., 431 So. Dearborn St., Chicago, Ill.

Subscription price, \$1.00 per year.  
English and Foreign subscription, \$1.75 per year.

Established in 1882.

VOL. XL

CHICAGO, ILLINOIS, NOVEMBER 15, 1921

NO. 5

## Port of New York to Have New Elevator

### State Owned and Operated House on Gowanus Bay Designed to Take Care of Barge Canal and Ocean Grain Shipments.—Only Terminal Elevator Without Rail Connections

CONSTRUCTION work is being rushed on the first of two grain elevators to be erected by New York State as part of the terminal improvements in connection with the enlarged State Barge Canal. The terminal elevator at Gowanus Bay, Brooklyn, N. Y., is more than half completed and will be ready for operation early next June. The Fegles Construction Company of Minneapolis, Minn., has the contract, which involves close to \$2,500,000.

The Gowanus Bay Elevator will have a capacity

a 1,000,000-bushel grain elevator at the port of Oswego at a cost provided for by the State Canal Board of close to \$700,000.

Plans for the Gowanus Bay Elevator provide for a structure entirely of concrete covering a ground area of 70 by 429 feet and having a capacity of 2,000,000 bushels of grain. The storage facilities of the elevator include 54 circular bins 20 feet in diameter and 95 feet high. There will be two and probably three fixed marine towers, installed by the Webster Manufacturing Company, lo-

ous sizes will allow the elevator to handle various sized lots of grain without interference with each other. The marine towers will be so arranged that barges 150 feet long can be unloaded at each tower without interference with each other. In the case of a boat 300 or more feet long, two towers can be put at work on the cargo to speed up the elevation process.

As the grain is unloaded it will be weighed over one of the eight Fairbanks-Morse scales, four of which have a capacity of 2,000 bushels, and



THE NEW YORK STATE ELEVATOR NOW BEING ERRECTED AT GOWANUS BAY

for 2,000,000 bushels of grain. Plans for the state-owned grain elevator at Oswego, N. Y., have been approved by the New York State Canal Board but construction will be delayed until the Canadian Government completes its improvement of the Welland Canal connecting Lakes Erie and Ontario.

With the enlargement of the Welland Canal, which has been in progress for several years and is rapidly nearing completion, larger lake grain carriers will be able to operate from the head of the Great Lakes to Lake Ontario and St. Lawrence River ports. In order to divert some of this grain from Montreal to New York City by way of the New York State Canal system, the state will erect

cated on the Henry Street Slip side for unloading barge canal boats and there will be the most modern equipment for weighing, conveying, cleaning and drying of grain. A conveyor system will be provided from the elevator to Pier No. 1 of the barge canal terminal system where unloaders will be installed so that grain cargoes brought to the terminal via ocean steamship may be handled by the state-owned elevator. The conveying system is largely furnished by the Weller Manufacturing Company. It is standard equipment throughout with Weller Style G Trippers.

The bins in the elevator will have a capacity of from 4,200 to 26,000 bushels each. The vari-

four, 500 bushels, and re-elevating devices will transfer it to the elevator proper for distribution into the bins, it being possible to reach bins with an approximate capacity of 500,000 bushels by direct spouts. A conveyor system will move the rest of the grain to or from any bin while a cleaning house, equipped with bins and cleaning devices, will be within easy access to the marine towers. After being cleaned over four No. 10 Invincible Cleaners, the grain again will be weighed by scales located in the main cupola of the structure, after which it may be transferred direct to ocean cargo vessels or turned back into storage.

The approximate capacity of each shipping leg



and conveyor will be 25,000 bushels per hour and two shipping conveyors will be provided to load the ships. Additional provision is made for the unloading of freight cars should railroad connections be made on the state-owned terminals. At present there are no rail connections.

State Engineer Frank M. Williams, under whose direct supervision the improvements are being made at the barge canal terminal at Gowanus Bay, also is arranging for the installation of a 1,000-bushel per hour Morris Grain Drier to which the grain may be delivered by any one of the marine towers and thence put in storage or loaded into trans-Atlantic or coastwise steamships. Safety devices and other equipment to guard against fires and eliminate grain dust will be installed and, when complete, the elevator will be modern in every respect.

The handling capacity of the house will be 45,000 bushels per hour receiving capacity from barges, and a shipping capacity of 80,000 bushels per hour to boats. When the pneumatic intakes are installed this capacity will be materially increased. Within the house and galleries the handling capacity is adequately taken care of by 15 large rubber belt conveyors, having a total length of 5,600 feet. Power will be furnished to the plant through 39 electric motors, having a total of 2,250 horsepower. The transmission is by silent chain drives, ropes, and a few belts to the special machines.

A subject which is now being considered by the state engineer in connection with the Gowanus Bay terminal elevator is the location and extent of equipment necessary for unloading ocean and coastwise vessels. The New York Produce Exchange reports that the import business on flax alone amounted to more than 12,000,000 bushels last year. There are three sites which can be developed for the purpose of unloading ocean and coastwise ships.

One is on the existing pier where a conveyor can be installed connecting with the belts used for loading. This arrangement would be suitable for handling sacked grain. Another location is on the inshore end of the dock at the Henry Street Slip where a conveyor with pneumatic suction unloaders can be installed which will serve to unload either sacked or bulk grain and deliver it direct to the elevator. The third location will be on the new pier which the state contemplates constructing.

The export terminals of the State Barge Canal and the completion of the state-owned elevator at Gowanus Bay will make the Jamacia Bay district a busy seaport and will tend to relieve the congestion now experienced in the New York Harbor. It now has been given the title of the subport of the New York Harbor by the New York State Barge Canal Terminal Commission.

In connection with the new state elevator at this point, another co-ordinated improvement must be mentioned. This is the proposed Coney Island Ship Canal, connecting Sheepshead with Gravesend Bay. The necessity for this construction arises from the fact that the route around Coney Island via the ocean is long and sometimes perilous for canal type boats and the costs from towing charges are accordingly high. The proposed canal will afford a safe and short inland route for small barge canal grain carriers. The work of construction will be less than two miles.

Latest figures of the state department at Albany indicates that twice as much grain was hauled over the barge canal between Buffalo and New York City this season as last year. The rate on grain moved over the state waterway ranges from 6 to 6 $\frac{3}{4}$  cents a bushel compared with the railroad rate of 7 $\frac{1}{2}$  cents and which was 9 cents before the opening of the canal last May.

The completion of the state-owned grain elevator at Gowanus Bay should tend to further reduce the freight rate on grain moving over the Barge Canal. It is estimated by State Engineer Frank M. Williams that large barge fleets should carry grain from Buffalo to the eastern seaport terminal for as low as 3 cents a bushel. This can be done if return loads are secured.

## A TYPICAL MONTANA HOUSE

The Equity Co-operative Association of Malta, Mont., has a plant which is typical of thousands through the West, and while it has no particularly distinguishing features in its construction, in its conservative management under William A. Newhouse, and the cleanliness in which it is maintained, it is deserving of attention.

The house is located on the Great Northern Railway and is of wood construction with iron siding and roof. There are 18 bins in the house with a combined capacity of 32,000 bushels. As an average of 200,000 bushels of wheat, oats, flax and rye is handled through the plant in a year it indicates a pretty general activity. But even that is not enough to satisfy the ambition of Mr. Newhouse, and he sells flour, coal and feed to his farmer patrons and the townspeople and the volume of this business also reaches considerable proportions.

The elevator has a 1,200-bushel per hour cleaner, two legs with a capacity of 5,000 bushels per hour; a Strong-Scott Manlift; a Howe Wagon Scale and a Bird Semi-Automatic Scale. The house has water barrels well distributed for fire protection,



PLANT OF EQUITY CO-OPERATIVE ASSOCIATION, MALTA, MONT.

and is kept as clean as patience and good muscle makes possible. This, after all, is even better fire protection than the water barrels.

Montana as a whole will produce more grain than it has for some time. Valley County, in which Malta is located, has an average wheat yield of about 20 bushels to the acre with fair oats and flax yields. This will not mean such an increase as it would in other countries, for the northwest section of the state is blessed with numerous water courses and more precipitation than other sections get, so that the short crops of the past four years have not borne down quite so heavily at Malta as at other stations. The community as a whole is prosperous and on a fairly normal basis and the Equity elevator reflects that condition in its affairs.

## HEARING ON CONTRACT MARKETS

A public hearing at Chicago, Thursday, November 17, will be held by the United States Department of Agriculture for the purpose of discussing questions arising in connection with the designation of future exchanges as contract markets, in accordance with the recently enacted future trading law. The hearing will be held in Room 1139, Webster Building, beginning at 10 a. m. Representatives of interested future exchanges and the cash grain interests concerned in the operation of the future exchanges, together with organizations of grain producers, grain dealers and any others concerned in their operation are invited to be present and to submit their views. Secretary Wallace may attend the meeting. Chester Morrill, assistant to the Secretary; Rollin E. Smith, of the Bureau of Markets and Crop Estimates, and Fred Lees, assistant to the Solicitor of the Department of Agriculture will be present. This meeting will be held

on the day preceding the hearings the Department expects to hold in connection with the tentative regulations for the supervision of stockyards operations under the Packers and Stockyards Act.

## HIGH AND LOW PRICES FOR CORN

The most recent Soil Products Bulletin of the First National Bank in St. Louis, covers the range corn prices (No. 2 Mixed at St. Louis) for a period of 40 years; and shows the months in which extremes were reached.

Year	Yearly Range	Months the Highest Prices were reached	Months the Lowest Prices were reached
1881	.....\$0.37 $\frac{1}{2}$ @ \$0.67 $\frac{1}{4}$	August	February
1882	..... .43 $\frac{1}{4}$ @ .80	May	December
1883	..... .43 $\frac{3}{4}$ @ .55 $\frac{1}{2}$	February	October
1884	..... .32 $\frac{1}{2}$ @ .58 $\frac{1}{4}$	September	December
1885	..... .32 $\frac{1}{2}$ @ .48	April	December
1886	..... .30 $\frac{3}{4}$ @ .40 $\frac{1}{2}$	July	June
1887	..... .32 @ .49 $\frac{1}{2}$	December	July
1888	..... .30 $\frac{1}{2}$ @ .56	May	December
1889	..... .25 $\frac{1}{4}$ @ .33 $\frac{3}{4}$	July	December
1890	..... .24 $\frac{1}{2}$ @ .54	November	February
1891	..... .36 $\frac{1}{2}$ @ .73 $\frac{1}{4}$	April	December
1892	..... .34 $\frac{1}{4}$ @ .50 $\frac{1}{2}$	May	March
1893	..... .31 $\frac{1}{4}$ @ .41	September	November
1894	..... .31 $\frac{1}{2}$ @ .56 $\frac{1}{2}$	August	January
1895	..... .23 $\frac{1}{2}$ @ .54 $\frac{1}{2}$	May	December
1896	..... .17 $\frac{1}{4}$ @ .27 $\frac{1}{4}$	April	September
1897	..... .19 $\frac{1}{4}$ @ .29 $\frac{1}{2}$	September	January
1898	..... .25 $\frac{1}{4}$ @ .36 $\frac{1}{2}$	December	January
1899	..... .29 $\frac{1}{2}$ @ .36 $\frac{1}{4}$	January	December
1900	..... .30 $\frac{1}{2}$ @ .43	July	January
1901	..... .35 $\frac{3}{4}$ @ .70	December	January
1902	..... .40 $\frac{1}{2}$ @ .69 $\frac{1}{4}$	January	December
1903	..... .38 $\frac{1}{2}$ @ .55	June	March
1904	..... .42 $\frac{1}{2}$ @ .57	November	December
1905	..... .41 $\frac{1}{2}$ @ .58 $\frac{1}{2}$	July	December
1906	..... .39 $\frac{1}{2}$ @ .54 $\frac{1}{2}$	July	December
1907	..... .39 @ .66	October	January
1908	..... .54 $\frac{1}{4}$ @ .81 $\frac{1}{2}$	September	January
1909	..... .58 @ .77	May	December
1910	..... .44 $\frac{1}{2}$ @ .68 $\frac{1}{2}$	January	December
1911	..... .43 $\frac{1}{2}$ @ .77	November	February
1912	..... .45 @ .85	May	December
1913	..... .45 @ .82	December	January
1914	..... .62 $\frac{1}{2}$ @ .87	August	December
1915	..... .58 $\frac{3}{4}$ @ .81 $\frac{1}{2}$	July	October
1916	..... .69 $\frac{1}{2}$ @ 1.11	October	May
1917	..... .94 $\frac{1}{2}$ @ 2.33	August	January
1918	..... 1.21 @ 1.95	August	October
1919	..... 1.37 @ 2.04	July	October
1920	..... .65 $\frac{5}{8}$ @ 2.13	May	November
*1921	..... .43 $\frac{1}{2}$ @ .70		October

\*From January 1 to November 1.

It will be noted that while every month, March alone excepted, is represented in the high price column, the low price column shows a preponderance of the fall and early winter months. While this table quotes St. Louis prices, it will apply, with slight modifications and changes, to every other market.

## COST OF RAISING WHEAT IN 1920

The cost of producing Winter wheat in 1920 showed about as high an average as in 1919, according to a preliminary report on farms surveyed in 10 counties in the Winter wheat belt, issued by the United States Department of Agriculture. The range in cost for the bulk of the crop (80 per cent of production) on 216 owner farms surveyed in 1920 was found to be \$1.20 to \$2.50 per bushel as compared with \$1.30 to \$2.50 for the bulk of the crop produced on the 284 farms surveyed in 1919. In 1920 about 46 per cent of the operators held their costs down to the average (\$1.80) or lower; in 1919, with an average cost of \$1.87, 47 per cent of the operators kept their costs within that limit.

With costs almost as high as those of the previous year and with a declining market many of these farmers sustained heavy losses on their wheat. In eight of the 10 counties surveyed only 10 to 20 per cent of the wheat was hauled direct from the machine to the elevator. On that part of this wheat which was sold immediately the operators got the benefit of the prices that prevailed before the slump, which began soon after the 1920 crop began to come on the market.

The survey in question, conducted by the Office of Farm Management and Farm Economics, yielded



figures on labor and material requirements that should be of vital interest to the Winter wheat grower, as indicative of what may be expected under conditions approximating those that prevail in the counties surveyed. The results of the survey serve to stress the importance of yield per acre as a factor influencing the cost per bushel. It was found that the operators having costs of \$1.20 or under per bushel could boast yields ranging from 12 to 31 bushels per acre, while those so unfortunate as to have wheat costing \$4 or more per bushel had yields ranging from as low as three up to seven bushels per acre.

## SASKATCHEWAN CO-OPERATIVE RETURNS

The Saskatchewan Co-operative Elevator Company handled a little over 16,500,000 bushels of wheat up to November 1, on this year's crop. The peak of the movement has been passed and this month will probably show a material decrease over October. Farmers have been advised to hold their grain for better prices, and it is estimated that from 25 to 35 per cent of the crop will be held on the farm, possibly until spring.

Opposed to this desire to hold out for a possible higher price later, is the fact that the high expenses incurred during the season the need for money is forcing many growers to liquidate immediately against their better judgment. Others, though needing money, are considering the advisability of borrowing to tide them over the period during which they find it necessary to store. As a rule Canadian country banks are in a better position to make extended loans than the country banks in our own wheat belt.

In spite of the rigid inspections conducted at rural points in the province, a large percentage of the wheat forwarded for inspection had been rejected for sprouts, smut and other causes directly caused by the excessive moisture. On October 28, 1,110 cars of wheat were passed upon by the inspectors at Winnipeg. Though about 90 per cent of this graded No. 1, No. 2, No. 3 and No. 4 Northern, over 100 cars were turned down as damaged and unmarketable for the reasons before stated.

## ONE WAY OUT

BY TRAVELER

"There's a way out for the co-operative elevators, if they act now," said a well-known elevator man, recently. "The farmers have tried to operate the elevators, and have made a dismal failure of it. They are now staggering along under the burden of big losses, so great that were their bankers to call their loans it would spell bankruptcy for the farmers' elevators."

"The recent propaganda for central marketing associations seems to have spent its force, and one hears mighty little about it nowadays. The decline in prices, lately, appears to have sucked it out of sight."

"Now, as I said before, there is a way in which the directors of these companies can save their reputations and eventually crawl from under their big losses. The way out is to be found through association with reliable line companies."

"There are numbers of these companies operating from 5 to 50 elevators, and doing it successfully. They do not necessarily own all these elevators; in fact, for the most part they are leased houses which had failed under individual operation, and whose owners had sought the line companies for relief."

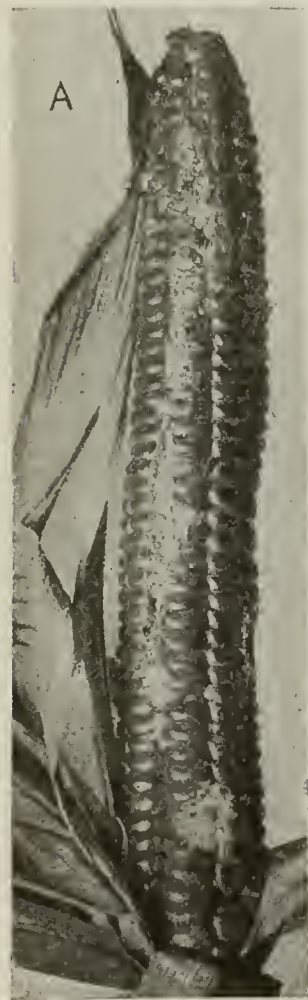
"The policy of the companies, with regard to leased elevators, is something like this: In addition to furnishing all the money needed in the business, the company supplies its expert knowledge as well as its established trade and familiarity with the best markets. The owner of the elevator furnishes the elevator and the labor necessary to buy and load the grain. A nominal rental is usually paid the owner. The company assumes full direction of the business, and at the end of the year the profits are divided equally."

## Introducing Mr. Corn Borer

### A European Emigrant that is a Pure Bolshevik and Deserves No Place in America

THE first step the Government takes in fighting the European corn borer is to quarantine the district in which it occurs. Therefore the pest is of the utmost concern of every grain dealer for his trade is immediately cut off, in addition to the depletion in supplies which the borer causes even if the quarantine were not enforced. Some knowledge of the history, appearance and habits of the borer will be of interest and possibly of vital importance.

The European corn borer is a native of central Europe and Asia where it has long been known.



TYPICAL INFESTATION OF  
AN EAR OF CORN

Corn is its preferred food, although it flourishes on a great variety of plants of which celery, beans, beets and rhubarb among the vegetables, and gladioli, cosmos, hollyhocks, asters, white dahlias and hardy chrysanthemums among the flowers, are the most important.

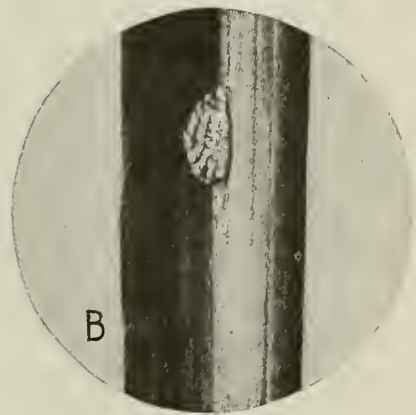
The borer was first discovered in this country near Boston, Mass., by Stewart Vinal, entomological investigator for the Massachusetts Agricultural Experiment Station, in 1917, but the insect is supposed to have been introduced in broom corn in 1909-1910. At the present time it is found in eastern Massachusetts, particularly around Boston, and in both eastern and western New York, western Pennsylvania, northwestern Ohio, and in Ontario.

The yearbook of the Department of Agriculture describes the borer as follows:

The adult or parent of the corn borer is a rather pretty and innocent-looking little moth that flits in the twilight. It is not like many other night-flying moths which are strongly attracted to light, but, on the contrary, is seldom seen except as the insect is flushed from the grass and weeds as one walks through the fields. The female moth is pale yellow, with smoky, irregular lines on its wings, and measures about an inch in expanse, while the male is slightly smaller and is pale smoky brown, with pale yellow spots on both front and hind wings. In eastern Massachusetts the pest breeds twice each year. The first hatching lays an average of 386 eggs each and the second, 550, so you can see how rapidly they multiply.

In the moth stage the insect is not in the least injurious, as it takes no solid food, probably sipping the nectar from flowering plants as it flies about on its nefarious trade of depositing eggs where they will do the corn grower the most harm. These eggs are flat and laid in little groups of from 15 to 20 on the leaves of corn and other plants. They are carefully placed in overlapping rows like the shingles on a building, and hatch in about one week after they are laid. When the little worm emerges from the eggs, instead of beginning its career with a hearty meal from the corn plant upon which it was born, it follows the curious habit of many related insects in devouring a goodly portion of the shell of the egg from which it was hatched. But the caterpillar very soon develops a prodigious appetite for corn, and after beginning to feed it eats and eats, for weeks

on end, only stopping long enough to change its clothes when these become too small for it. This insect literally becomes too large for its skin, which it sheds in about the same way as a snake. During this process it takes no food, but devotes all its attention and energies to the business of peeling off its old skin, including even its claws and bristles. This occurs five times during its existence as a caterpillar. At full growth the insect is about an inch long and one-eighth of an



CLUSTER OF BORER'S EGGS ON CORN BLADE

inch thick. The head of the caterpillar is dark brown or black, while the back varies from dark brown to pink. The belly is flesh colored and without markings.

After about six weeks, when the caterpillar is full grown, it becomes stationary, shrinks slightly in length, sheds its skin for the sixth time, and transforms into a light brown, shuttle-shaped object about three-fourths of an inch long. This is known as the pupa. After the lapse of about two weeks the shell of the pupa splits and the moth emerges, thus completing the cycle, two of which occur in a year in Massachusetts but only one in other districts. They winter in the worm stage in the corn stubble or in the root stalk below ground. Infested corn should be made into ensilage or put through a crusher, the stubble should be burned or turned under.

It seems to be a well-established habit of the pest to refrain at first from seriously attacking the ears of the corn, and to confine its work chiefly



CATERPILLARS OF THE BORER IN VARIOUS STAGES

to the tassel and upper portions of the stalk. Then, as it becomes more abundant, it works down in the stalks, finally attacking the ears and even entering the rootstocks whenever heavy infestation occurs.

Continuance of the Government's fight against the European corn borer along the present lines was unanimously favored by representatives of important agricultural associations and state commissioners of agriculture and entomologists at the hearings held by the Federal Horticultural Board, United States Department of Agriculture, at Washington, October 11. Decided opposition was expressed to the proposal to abandon the quarantine of infested areas and wage the campaign on a regional basis.

After the conclusion of the hearing a resolution was adopted by the state representatives attending the hearing authorizing Commissioner of Agriculture Gilbert, of Massachusetts, to appoint a



committee of five members representing the infested areas to draw up recommendations and present them to Secretary of Agriculture Wallace. It was also voted as being the sense of the delegates that the Federal Government should appropriate \$275,000 for conducting the work against the borer in the various states affected. Assurances were given by delegates from most of the states that Government money spent in their states would be matched by an equal amount of state funds for the work.

The hearing was called by the Board as a result of new infestations of the pest recently found along the southern shore of Lake Erie and extending westward to within 60 miles of the Indiana border. With the pest so menacingly near the country's corn belt, the Board was forced by lack of funds to consider the abandonment of its present method of quarantining infested areas and resort to a regional system. Under this method the movement of possible carriers of the pest would be permitted within the region, but not to places outside of it. This, however, met with opposition from all factions present at the hearing.

## HOW ROSEN RYE PRODUCES

BY F. J. COWDERY

Seventy kernels of rye on some heads, and the average with from 34 to 55 kernels, is what the Rosen rye produced this year on the Noble farms in Southern Alberta. The heads are seven inches long, with the grain bursting through the chaff and look more like Winter wheat than the coarser grain. In all, some 2,300 acres were seeded to the crop, and the yield was about 30 bushels to the acre, a total harvest of nearly 70,000 bushels.

The growing of Winter rye in Southern Alberta is more or less of recent origin, but it is rapidly becoming one of the staple crops on lands that cannot be irrigated. It produces heavily when conditions are not suited to big crops of Spring wheat, and will minimize the danger of soil drifting. The Noble Foundation, farming 30,000 acres in all, have always been among the pioneers of better farming methods. They have been experimenting with various kinds of rye for some time, and a year ago this fall obtained enough of this Rosen rye to seed 10,000 acres. It is claimed that this variety will outyield the ordinary kinds two to one. Whether this be true or not, the yield was sufficiently promising to persuade Mr. Noble to make it his biggest crop this season.

He had some 12,000 acres in summerfallow, and in August and early September 8,000 of this were sown to Rosen rye. Naturally, this considerably reduces the area left to be seeded to wheat and other spring crops, but Mr. Noble considers he will not lose anything by the change. He has found that rye is a more sure crop, given conditions that would produce a 15 or 20-bushel yield of wheat, will produce twice as heavily.

The biggest advantage, though, is that all the Noble eggs will not be in one basket. If conditions are not favorable for a big wheat crop, then the chances are that the rye will make up the deficiency. It is the basis of mixed farming applied to the grain grower.

In the past there has always been a mad rush once spring opens up, to get the grain in the ground in time. It is no easy matter to seed 10,000 or 12,000 acres to wheat within the short period at the farmer's disposal. By putting half the acreage into fall-sown crops such as rye, the spring seeding is cut in two and more time allowed for summerfallowing before the heaviest rains come. Mr. Noble believes that the secret of his success is proper summerfallowing and he maintains that "the summerfallow plows should be going during seeding time if at all possible; then the work will be done by June 1, and every bit of winter moisture as well as what may be received during the summer, will be conserved. That is why Winter rye is going to catch on in southern Alberta—it will lighten the spring work and make for better summerfallowing, besides spreading the harvest season out more in the summer."

Mr. Noble's opinion carries weight, too, for he

has always had the crops to back up his convictions. In 1915 he made a world's record for a 1,000-acre field by threshing 54,000 bushels of wheat, or an average of 54 bushels to the acre. In 1920 the value of his crops was close upon \$1,000,000. Starting with a half section of 320 acres he has gradually extended his holdings until they now total 33,090 acres, of which 28,689 are in cultivation—a practical demonstration of the value of scientific farming. Now he is cutting down his wheat acreage and substituting Winter rye.

## OHIO SUPREME COURT UPHOLDS NATIONAL ASSOCIATION

The Ohio Supreme Court has affirmed the decision of the Circuit Court of Appeals in the injunction suit brought against the Grain Dealers National Association by the Paddock-Hodge Company, of Toledo, Ohio. This is the suit in which the Paddock-Hodge Company sought to restrain the Grain Dealers National Association from expelling them for refusal to pay an arbitration award of \$3,840 given in favor of the Park & Pollard Company, of Boston, Mass.

The Board of Directors of the National Association gave the Paddock-Hodge Company the usual 30 days' time in which to pay the award, failing in which the Toledo concern would be expelled from membership in the Association. Just before the 30 days' time limit expired the Paddock-Hodge Company applied to the Common Pleas Court in Toledo for an order restraining the Association from carrying the expulsion into effect.

After a hearing before the Common Pleas Court the injunction was dissolved. The Paddock-Hodge Company appealed to the Circuit Court of Appeals. This court affirmed the judgment of the Common Pleas Court.

The Toledo concern then appealed to the Supreme Court of Ohio, but the Supreme Court has just refused to review the case, making final the order of the court of appeals. The arguments of counsel before the Ohio Supreme Court were made on October 20 and the decision was handed down on November 1.

The decision of the Ohio Supreme Court is another great victory for compulsory arbitration. The court, in declining to certify the cause for review, took the position that it would be a waste of time to go into the case because the decision of the appellate court was so obviously in accordance with the law of the state and the nation.

The Paddock-Hodge Company has now exhausted every legal tribunal in the state of Ohio. It is not believed that the concern will attempt to take the case to the United States Supreme Court in view of the fact that the Ohio Supreme Court has declined to review it.

The net result of this litigation between the Paddock-Hodge Company and the Grain Dealers National Association is to place the courts' stamp of approval upon the Association's method of conducting its arbitration. This approval has been given by every judge in the three Ohio courts. The higher up the Paddock-Hodge Company went the more complete the decision in favor of the Association until the Supreme Court was reached, when the court, in plain, every day language, threw the case out by refusing to review it at all. The judges of Ohio's highest court did not see any merit to the contentions of counsel for the Paddock-Hodge Company.

The action of the State Supreme Court has placed compulsory arbitration on a higher plane than it has ever occupied. It makes the position of the Association on arbitration unassailable from a legal standpoint.

## LAKE RATES AT LOW FIGURES

Low figures have been accepted by lake steamers for grain cargoes. A steamer of medium size was chartered from a Lake Michigan port to Buffalo at 1¾ cents. From Duluth and Fort William after November 14, a rate of 2 cents was

paid; and during the last half of November charters are placed at 3½ cents from Lake Superior for storage at Buffalo. There is far more tonnage available than there is call for on account of the practical suspension of new foreign business.

## WHEN OHIO HAS A GOOD WHEAT CROP

The yield of wheat anywhere is almost wholly a matter of favorable weather conditions. Attempts have been made to express in the form of an equation, the relation between the yield of wheat and the contributing weather elements. This makes an abstruse algebraic problem, involving a study of reported crop conditions over a period of years, and of temperature, precipitation, sunshine, etc.

These vary, of course, with locality. The results as figured out for Ohio are these: To insure a vigorous growth of Winter wheat, temperature should be above normal from October to March, inclusive, and especially in March, and below normal in May. The precipitation should be above normal from September to November inclusive, and below normal, December to March. The amount of sunshine in October, November, March and May, and the amount of snow in March, are relatively unimportant factors.

A warm March and June and a cool and dry May are favorable conditions for a high yield of Winter wheat. In northern and central Ohio, the weather should be cool during the jointing stage and warm when the ear is forming. In northern Ohio it should be warm during the last part of the stooling process. It should be cool in central Ohio during flowering and warm when the grain is ripening. In northern Ohio, heavy snow falls that remain long on the ground are detrimental. Many of us with directly contradictory experience will find it hard to believe this last statement.

## IMPROVING CORN

The older generation of grain dealers can easily think back upon the time when the general run of corn was very much inferior to the good strains of today. During the next generation the improvements will probably be even more marked if the experiments now under way at the Missouri Agricultural Experiment Station produce the expected results.

Corn harvest at the station this fall necessitates the careful storage under separate labels of several thousand distinct strains of seed for use in the study of inheritance in corn. Crossing or inbreeding of corn is controlled by putting a bag over the ear just before silking, and another over the tassel to catch the pollen. The inheritance of 10,000 strains has been controlled by this method at Columbia during the past summer.

Flint corns, flour corns and sweet corns are included as well as dent corns. When these strains are self-pollinated, monstrosities are obtained of the recessive characters, and by inbreeding material is obtained for inheritance studies. Some of these monstrosities are found to occur in every corn field if search is made for them.

The Mendelian inheritance of 65 factors has been definitely established and the inheritance of many other factors is being investigated. Work of this nature is being done at Missouri, Cornell, Wisconsin, Minnesota, Carnegie Institute, Connecticut and by the U. S. Department of Agriculture. Dr. W. H. Eyster, who worked for several years along these lines at Cornell, is conducting the Missouri experiments in the pure inheritance of corn. More detailed knowledge is available on the inheritance of characters in corn than any other plant, and in time these experiments will lead to great improvement in corn. The economic application of this work through the crossing of inbred strains is in charge of C. J. Stadler of the department of field crops.

Two of the strains grown on the field at the Missouri College of Agriculture have been inbred for 12 generations. As inbreeding continues the vigor



of the strains decreases until finally at the sixth or eighth generation a level is reached. In the course of this decrease many strains become so weak that they die out. Various monstrosities develop, such as different color patterns in the leaves, dwarfed plants, plants with no tassel or no ear, and self-sterile plants.

But by the crossing of two distinct strains which have been separately inbred for many generations there is produced a hybrid which is remarkably vigorous and productive, much more so than the original strains. The superiority of the hybrid of the inbred strains is supposed to be due to the elimination of many undesirable characters in the complex original strains. It is by this process that greatly improved strains will eventually be produced.

Some 200 varieties of corn obtained from different parts of the country are being grown. All of these will be inbred, and hybrids of inbred strains from widely different varieties will be produced.

## SIXTY YEARS OF KANSAS WHEAT

The statistical history of wheat in Kansas for 60 years, just published by J. C. Mohler, Secretary of the Kansas State Board of Agriculture, presents a varied record of ups and downs with an upward trend, that is as romantic as it is possible for mere figures to be. They are, if one reads them aright, an epitome of the social and financial history of the state as well as of its agricultural progress.

Wheat raising did not amount to much in Kansas until 1873, when the acreage suddenly expanded to 309,000 acres and the crop reached over 4,000,000 bushels. Prior to that, while the acreage had annually increased since 1860, it was very small compared with corn. In 1874, the wheat acreage more than doubled, reaching 716,000 acres, while the crop almost reached 10,000,000 bushels. Acreage and production went on increasing with a few exceptions until 1884, when the acreage reached 2,237,000, and the product 48,000,000 bushels.

The acreage first reached a million acres in 1876. It found the two million mark in 1880. It did not reach three millions until 1891. In 1892 it was over four millions and in 1893, over five millions. The first year the acreage was above six million was in 1902. It reached seven million in 1907, and jumped to nine million in 1914. The year of greatest acreage was in 1919 when the area was 11,640,000 acres. The acreage fell to 8,982,000 last year, 1920.

The production first reached 1,000,000 bushels in 1867. Ten years later, in 1877, it was 14,000,000 bushels. The next year it was 32,000,000 bushels. In 1884, it was 48,000,000 bushels. In 1891 it rose to 59,000,000 bushels and in 1892 to 75,000,000 bushels. In 1901 the wheat crop was 90,000,000 bushels and in 1903, 94,000,000, bushels. This was the largest crop, until the banner wheat crop of 1914, which was 181,000,000 bushels. The crop was 146,000,000 in 1919 and 141,000,000 bushels in 1920.

These were the high spots in production. There were many low spots in between. Thus, after producing 48,000,000 bushels in 1884, the state's yield fell to 9,000,000 bushels in 1887, the smallest in 14 years. And after a crop of 75,000,000 bushels in 1892, the figures fell to 16,000,000 bushels in 1895. Another low spot was 1917, when the acreage fell off one-half and the yield was only 42,000,000 bushels, compared with 100,000,000 bushels in 1916 and 93,000,000 bushels the next year.

The highest yield per acre was in 1882, when it was 22.29 bushels per acre and in 1889 when it was 22.15 bushels. The lowest yield was in 1895 when it was only 3.84 bushels per acre. And the worst of it was that that self-same crop brought the farmer less than 50 cents per bushel. Other years of low yields were 1893 and 1894, when it was about 5 and 6 bushels per acre. Since 1902, the yield in Kansas has been above 10 bushels per acre every year. In 1914, the big year, it was 19.85 bushels per acre. Last year it was 15.68 bushels per acre.

THE new grain rates will make about 3 cents per bushel difference in price to the Iowa corn

grower. From Iowa points that have been 15 cents to Chicago, the proposed revision makes the rate 12.6 cents on wheat and 11.3 cents on corn.

## TO COMBAT DIRECT BUYING

BY ELMER M. HILL

Retail feed dealers throughout the East have organized the Consolidated Feed Dealers Association as a move to combat co-operative farmers' organizations which are buying direct from mills



CECIL B. SEAY

and other producers. Although organized only a comparatively short time the new association has a membership of 175 feed dealers and plans now are going forward for the erection in Buffalo of a small elevator with lake and rail connections.

Cecil B. Seay, who formerly was eastern district sales manager for the Ralston Purina Com-



ELIOT W. MITCHELL

pany of St. Louis, has been elected president of the new organization and the other officers, all of whom have been identified with the grain and feed business in New York State for many years, have been chosen as follows: H. Clay Shaw, vice-president, and Eliot W. Mitchell, secretary and treasurer. Mr. Shaw formerly was manager of the Buffalo branch of Taylor & Bournique Company of Milwaukee and Mr. Mitchell formerly was production manager of the Ansco Company of Binghamton, N. Y.

Before the movement was started for the organization of the association a survey was made in

the rural districts in the East, largely in New York State, Pennsylvania and New Jersey. It was found that there was a widespread movement among the farmers, seemingly to eliminate the smaller dealers, with the ultimate destruction of the long-established marketing systems. Much grain and feed was being shipped direct from the mills and large producers direct to the farmers because they believed they could buy at lower prices than the local dealer could quote.

Co-operative farmers' buying organizations were started in many sections of the East and hundreds of small feed dealers were threatened with extinction. Many of the small feed dealers did pass out of existence, so in order to cope with the situation the dealers in many localities banded together and organized the Consolidated Feed Dealers Association which has established offices in the Chamber of Commerce Building in Buffalo.

Each member of the organization now receives the benefit of quantity buying in the Buffalo market through a representative on the floor of the Buffalo Corn Exchange. The officers of the Association are in close touch with primary markets and daily price fluctuations and conditions regulating prices. Buying orders from members are pooled and orders are placed by the Association's representative on the Exchange floor when the market is the most advantageous. Another feature of the service is a daily market letter and quotation sheet which keeps individual dealers in rural sections posted up to the minute on market conditions.

As a result of this dealer co-operation the feed and grain merchants in smaller sections are enabled to compete on a better basis with co-operative farmers' buying organizations and it has been found during the short time the Association has been in existence that member dealers in many instances can quote farmer customers better prices than the farmers can obtain from their co-operative buying organizations.

Sellers, too, of all kinds of feed and grain are being attracted to this Association because the outlet affords them the most economical method of distribution.

Although it is stated that there are other similar organizations operating in various sections of the country, the plan now being followed by the Consolidated Feed Dealers Association is said to be a consolidation of the best features of each of the other organizations and the results already accomplished are pleasing to the member dealers.

## WINTER WHEAT IN NORTH DAKOTA

While Winter wheat has been successfully grown in South Dakota, Minnesota and even in Alberta, it has not had a successful record in North Dakota according to a bulletin published by the state experiment station. Experiments at Fargo, Langdon and Edgeley for the eastern half of the state show an almost uniform failure of Winter wheat. The Fargo records cover a period of 17 years; and only in 1910 during that period did Winter wheat produce a larger yield than Spring wheat at the station. For the other 16 years, it either produced no yield at all or yields much less than those of Spring wheats. The experiments at Langdon gave about the same results.

The records of Winter wheat in the western half of the state are more favorable than in the eastern half; but at the substations at Williston and Dickinson the comparative yields show Winter wheat to be only about one-half as productive as the best varieties of Spring wheat. In only two years in eight did Winter wheat yield more than Spring varieties. In trials for five years on state demonstration farms under actual farm conditions, only 25 per cent of the 82 fields planted were successful and in many of the successful cases, the yields were lower than those from Spring wheat.

A PETITION in bankruptcy has been filed by the Farmers Union Elevator Company of Carlisle, Ind. The firm's liabilities are \$33,801; assets, \$13,940.



## Canada's New Grain Empire

Peace River Valley Presents Wonderful Possibilities for the Grain Grower  
and Elevator Operator

By EARLE W. GAGE

SIX HUNDRED miles north of Montana is Canada's new grain empire, which the modern railroad has just opened to pioneer homesteaders with dependable transportation for marketing the enormous crops produced in the virgin and fertile Peace River Valley country.

The common conception of this section of northern Alberta has been that of a semi-arctic re-

gion from the Whitemud River to Dunvegan Crossing as far west as Fort St. John and Hudson Hope in British Columbia, has proved its agricultural worth after years of successes.

Grain growers and ranchers have found that this country possesses a climate surpassing that of the wheat belt to the south, while the soil is equally as fertile. In fact, the growing season is

els; barley, 250,000 bushels; oats, 2,000,000 bushels; while 30,000 head of cattle, 7,000 horses and 6,000 sheep find the luxuriant verdure of the park-like expanses and mild prevailing winters excellent grazing grounds. There are also 12,000 hogs in the new district, which are used to consume the milk from the dairy herds.

The sun shines upon the grain fields of Peace River district for an average of 20 hours per day during the growing season. At midnight here, it is not as dusk as at eight o'clock in the evening in the average northern state of the United States. At Edmonton, south of this district, in August, the writer read a newspaper on the hotel porch at eleven o'clock in the evening as easily as at six o'clock at home.

Thus, in a few weeks, grains, vegetables and grasses make a growth more luxuriant than in other sections having longer seasons, where part of the season is cold and adverse to growth. The crops are not stunted from the time the seed is placed in the ground until the mature grain is harvested, which accounts, in connection with the very fertile soils, for the bumper crops.

At Fort Vermillion grain sown on May 8 was harvested on August 6. Wheat growing among the barley and by the fences was almost ripe August 12. At Rocky Mountain Ridge, latitude 56 degrees, where the Peace River issues from the mountains, in British Columbia, may be found first-rate vegetable gardens far advanced by the third week in July. The Chinook winds, from the warm Japan Current, come over the mountains and bless



OAT CROP IN PEACE RIVER TERRITORY

gion as yet only half-explored, progressing but slowly at the cost of the toil and privation of pioneers, a country of the future possibly—but a future yet far remote.

Against this stands the fact that a century ago, when the wealth of this northern area was apparently realized, when the Hudson Bay Company had established posts throughout the region and were taking from it furs of inestimable wealth, the plains to the south, now among the great contributors to the world's granary and meat market, were considered as barren vast, fit only for the buffalo and the coyote and of no value in comparison to the obvious richness of the North.

In western history the fact stands out that as far back as 1876, when the agricultural productivity of the West was yet problematical, wheat grown at Fort Chipewyan, a post established by Roderick Mackenzie, a cousin of the great explorer, secured first prize at the Centennial Ex-



THE TOWN OF PEACE RIVER



MODERN REAPER IN THE FAR NORTH GRAIN BELT

position at Philadelphia. This was followed by another record at the Chicago Fair, when the Shaftsbury settlement, near Peace River Landing, took the gold medal for wheat.

Following the settlement which has taken place in the past few years, the names of Grande Prairie, Pouce Coupe, Spirit Lake, Fort Vermillion and Lake Saskatoon have become renowned in western lore for their productive capabilities, while that large

longer and the winter milder. Crops raised last year on land tributary to the two railroads, totalled nearly 3,000,000 bushels. It is not surprising that settlers have flocked into Peace River district, and that a large number of world-war veterans have here established farms. The immigration commissioner, at Ottawa, reports a large number of inquiries for this land.

The 1920 production of wheat was 400,000 bush-

this section with a climate like that of the wonderful northwest of the United States.

At Hudson Hope, B. C., strawberries were ripe the first week in July, while at Dunvegan, barley was almost ready for cutting on August 4. At Fort Vermillion the average barley contains 60 grains per head, many heads more, and you have seen better barley in few spots on the earth. This barley was sown on May 8 and cut on August 6, in latitude 58 degrees. In fact, vegetation throughout the entire Peace River country is of the most luxuriant character, and seems more like that of the tropics than a section under the shadow of the Arctic Circle.

J. G. Brick, a missionary, who established the first missionary post at Dunvegan, established grain growing and stock raising in this part of the Peace River country. When he went into the country he took with him a large line of farming implements and stock. A small grist mill and a thresher were part of the equipment. Mr. Brick started plowing April 11, sowed his wheat seed on the fifteenth, and started to harvest on August 27. The first year he had about 19 acres under grain, total yield 698 bushels. The wheat yielded 250 bushels from six acres; oats, 200 bushels; barley, 225 bushels.

Two varieties of wheat were sown, Ladoga, and some Manitoba variety, similar to Red Fife, both being beautiful specimens of grain. He uses two-rowed barley, imported from England. The Ladoga wheat was sown April 21 and harvested Au-



## NEW PLANT FOR GRAIN AND BEANS

One of the largest and newest elevators in Michigan is the Freeland plant of Charles Wolohan, Inc., whose general offices have just been moved from Birch Run to Saginaw. The local manager at the new Freeland plant is Mark T. Walsh.

This elevator is designed to handle both grain and beans, and for that reason requires room for more machinery than the ordinary grain elevator needs. The plant is built of Preston-Lansing Tile in its entirety and makes a striking appearance and at the same time is extremely durable. The storage capacity of the house is 50,000 bushels. This is divided between 12 circular tanks 10 feet in diameter, inside measurement, and 45 feet high, and 16 bins of various sizes.

The receiving capacity of the plant is 700 bushels per hour, and as the cleaning capacity is the same both for grain and beans, every load can be cleaned as received if it is found necessary. A No. 7 Invincible Grain Cleaner takes care of the grain and an A. T. Farrell Bean Cleaner handles the beans.

The equipment also includes a Western Wagon and Truck Dump; a Western Manlift; seven automatic scales; a 200-bushel Western Cornsheller; a Dreadnaught Attrition Mill; and steel legs, boots and heads for the elevators. These elevators have

driving rains. Experience has shown that it is better to cut badly rusted wheat when it reaches the sticky dough stage than to wait. It is better if the rust is not developing too rapidly to wait until it reaches the hard dough stage. It is not worth while to cut wheat in the milk stage to save it from rust.

## U. S. AFTER CHEATERS

Employment of field inspectors to aid in collecting the Federal loans made to many grain farmers in the Northwest last spring for the purchase of seed has been authorized by Secretary of Agriculture Wallace. They will be a part of the organization of the branch office opened at Grand Forks, N. D., recently for collecting the loans. With this as their headquarters, the inspectors will travel in the counties where the seed loans were made investigating individual instances of irregularity in obtaining and in paying the loans. They will investigate reports of crop failures, especially in localities where crops were generally good, verifying the statements in applications for extension of loans by borrowers who harvested a fair crop but who are unable to pay their debt to the Government and have enough left for seed and living expenses through the next crop season.

The Government, it is said, expects full and

gust 24, but was allowed to over-ripen and at least five or six bushels was thus shucked off. Ninety pounds were sowed and this threshed out a crop of 1,500 pounds.

Five-eighths of an acre of land was devoted to a sample of black Norway oats, also imported from an English seed house. This was all drawn off the field in one wagon load, and when threshed it turned out 64 bushels of first-class grain.

This farmer keeps about 40 head of stock, 25 of which are carried through the winter. He also has 40 pigs, several horses and considerable poultry, which brings a handsome income. The cattle are allowed to run in the open until Christmas, the grass on the meadows being enough for them to feed on after the early snows have fallen. The horses now used are wintered out.

Fred Lawrence, son of the man who, in 1879, left Montreal and settled at Fort Vermillion, there establishing a frontier mission for the purpose of serving the people, advises that, on his grain farm, he has succeeded in maturing wheat in 86 days. The cutting was made at the end of July. He found that wheat grown here is harder than grain grown in Ontario, the Dakotas or Montana, and of better quality.

Mr. Lawrence, who has farmed this district for more than 25 years, advises that he has never had a wheat failure during that time. There has never been any evidence of rust, so that the grain, like the cattle, in this climate, is free from diseases. Mr. Lawrence has raised as high as 66 bushels of wheat to the acre. That was his biggest year, and the accomplishment was achieved without the use of any fertilizer whatever. The heads of wheat on the Lawrence farm often grow to the length of 6 inches, and at times Mr. Lawrence has counted 65 kernels in one head. Barley sown after the middle of May is usually ripe in the last week of July. The continuous and steady sunlight accounts in large measure for this rapid growth.

Fort Vermillion Settlement, which is nearly 300 miles from Peace River, gives us probably the best proof of the fertility of the soil and the ease with which the land can be brought into a productive state. The farms of this district exhibit results of a character which is a striking demonstration of the fertility of the soil in conjunction with careful methods of husbandry. The Government experimental farm at this point is a sight that would astonish many of the farmers of the United States; wheat of the Red Fife variety sown here on April 15, and harvested August 17, was untouched by the frost; the production per acre amounted to 42 bushels, height of straw 3 feet 10 inches, and length of head 4 inches. Exceedingly satisfactory results were obtained with the garden and root crops and with the cultivation of alfalfa. More than 800 square miles of land like this, await the settlers to demonstrate its productive qualities.

The recent discovery of oil in the Mackenzie River basin has drawn fresh interest to the Peace River country, and the finding has been described as the most important discovery in the history of Canadian development since the striking of gold in the Klondike in 1898. The strike occurs in a territory embracing a vast extent of the same geological formation, encouraging belief in the possibility of widespread deposits. Certain it is that there is much oil in the region as the huge areas of tar sands indicate. This would be enough to develop the country even without agriculture.

Moose exist in large numbers everywhere, the country in the neighborhood of Fort Vermillion being especially remarkable for this. Reindeer (caribou) exist in the northern parts of the Peace River country. Red deer, blacktail deer, jumping deer and chevreux are to be found in the Valley, while black and brown bears are all over the wooded sections. The fur-bearing animals such as mink, otter, wolverine, beaver, fox (black, red and cross), lynx, skunk, marten and weasel, or ermine are well distributed throughout the country. Prairie chicken, ruffed grouse and spruce partridges exist everywhere, while the lakes and streams abound in fish.



CHARLES WOLOHAN ELEVATOR AT FREELAND, MICH.

lofting capacity of 3,500 bushels per hour. In the bean picking and grading departments about 40 machines are installed.

The elevator is operated entirely by electricity. There are nine motors developing a total of 85 horsepower. All the elevator legs have chain drives, while the drives from motors to shaft and from shaft to mills are belt drives. There are nine silent chain drives in the plant.

In addition to grain and beans, the Freeland plant handles lumber, hay, coal, tile, building supplies, and potatoes. The illustration shows part of the generous warehouse space included in the plant.

Charles Wolohan, Inc., is a power in grain and bean circles of Michigan, with elevators at Birch Run, Hemlock and Gera besides the Freeland plant, and warehouses at Chesaning and Fergus. The president of the company is Charles Wolohan; S. O. Downer is vice-president; E. E. Hadsall, secretary; and Charles P. Walsh, treasurer. Mr. Downer was president of the Michigan Hay & Grain Association last year, ending his term on August 26 last. An enormous volume of business is handled each year and the present season promises to average well with those of the past.

## HARVESTING RUSTED WHEAT

When wheat has been badly rusted and the rust has commenced developing rapidly on the stems, farmers in the Northwest have found that if they wait until the grain is fully ripe, the losses from lodging are pretty sure to be large, since the plant in its weakened condition cannot resist wind and

prompt settlement from borrowers who are able to pay off their loans, and where necessary will enforce its prior-crop liens. The Federal law provides severe penalties for misrepresentation in connection with seed loan applications and settlements. James R. Williams, of the solicitor's office, and Chalmers T. Forster, of the inspection office, of the United States Department of Agriculture, have been appointed as field inspectors. Up to September 24 remittances in settlement of seed-grain loans amounting to \$16,341 had been received and forwarded by the Grand Forks office. Total remittances for seed to October 1 were \$34,075.82.

## "KOTA" SPRING WHEAT

North Dakota is looking to a new variety of wheat to solve the rust question. This is "Kota," the seed for which was brought from Russia some years ago by Prof. H. L. Bolley. It is a rust-resistant dark Red Hard Spring wheat. At the agricultural college it has been experimented with for some years and this year 300 bushels were sown at the station farms and in many private fields. Enough seed has thus been obtained to make a thorough test next season. If results are satisfactory, "Kota" will thereafter probably supplant Marquis which has proved disappointing this year in rust-resistant qualities. "Kota" showed a rust infection of about 1 per cent this year, while other Hard Spring wheats showed from 40 to 85 per cent. It is a bearded wheat and is said to have good bread-making qualities.





Published on the Fifteenth of Each Month  
BY

**Mitchell Brothers Publishing Co.**

OFFICE:

Manhattan Building, 431 South Dearborn St.  
CHICAGO, ILL.

A. J. MITCHELL.....Business Manager

Subscription Price - - - - \$1.00 per Year  
English and Foreign Subscription 1.75 " "

#### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., NOVEMBER 15, 1921

### THE DISARMAMENT CONFERENCE

THERE have been miles of newspaper columns written about the limitation of armament conference which began at Washington on November 12. All this preliminary discussion was based upon guesswork alone, for no one was prepared for the drastic reductions which Secretary Hughes proposed. The acceptance of this proposal is, of course, still in doubt.

Only one fact seems positive: There is a general determination to really accomplish something. War taxation has borne heavily upon the world, belligerents and neutrals alike, and every statesman at the conference is well aware that the folks at home are looking for positive results which will make for permanent peace and a decrease in taxation. The Treaty of Versailles did not accomplish this. Central Europe is a seething mass of discontent with the Balkan group more ready than ever before to resort to arms as a result of the increased jealousies, suspicions, and national hatreds that the treaty magnified a hundred-fold. The rest of the world is little better satisfied with the outcome of the treaty, and all the delegations at Washington are prepared to avoid the blunders of the past.

As has been already indicated, the basis of discussion will be economics rather than political idealism, and it is upon this fact that the grain trade hopes for materially better conditions. World commerce is out of joint and cannot be remedied with the threat of new wars always present. War expenses are taking 93 per cent of our taxes; in other countries conditions are similar or worse.

## THE AMERICAN ELEVATOR AND GRAIN TRADE

Fortieth Year

This vast amount of money should be spent in industry and commerce, it should promote useful employment, and encourage initiative and the expansion of business. Only with a thorough economic understanding among nations can satisfactory international credits be arranged and international exchange be brought back to a rational basis. It is the hope of the grain trade, as of the rest of the world, that the conference will speedily function and the end sought be accomplished. The hope of this consummation has had an effect; the consummation of this hope would put new life in the trade.

### NEW YORK WAKES UP

FOR nearly 50 years New York Harbor facilities have been inadequate to properly care for the business which passed through its gateway. So well was the city entrenched in its financial and transportation influence that it could, and did, make the shipping public like it, regardless of the inconvenience and delay to which it was often subjected. But during the last two years there has come a change and it was high time.

The serious threat on New York's commerce made by the proposed St. Lawrence deep waterway, was the first jolt to open the eyes of our chief metropolis. The protests from the hinterland was only a disregarded murmur in New York's ears. She was complacently satisfied with her own returns and quite oblivious to the troubles of outsiders. The St. Lawrence project woke her up, and when she condescended to look around she found that Philadelphia, Baltimore, Norfolk and the Gulf ports already had facilities completed or under way which made her own look like a decadent dream of some forgotten century, which in truth it was.

New York proceeded to get busy, there are more improvements under way at the port now, than have been completed during the past 50 years. Before they get through New York will be a real port, equipped to handle all the business it can get. The Gowanus Bay Elevator, shown on the first page of this issue, is but a small part of those improvements, but it will be heartily welcomed by the grain trade of the country.

### TO TRANSFER THE BUREAU OF MARKETS

UNDER the plan to reorganize the departments of Government at Washington, it has been suggested that the Bureau of Markets be transferred from the Department of Agriculture to the Department of Commerce. This suggestion (it is nothing more) has raised a general protest from farm papers. If the Bureau of Markets can be made to function better under the Department of Commerce there is no reason why it should not be placed there. Sentiment should have no place in the reorganization now in process.

But this fact will not prevent a fight to keep the Bureau where it is. From its inception it has been the teacher's pet of the Agricultural Department. It is the agency

through which propaganda for experiments in business is spread. Its agents have been active in organizing marketing associations in competition with established, legitimate concerns. It is innoculated with the co-operative bug, and economic co-operation is as foreign to the spirit which has brought this country prosperity and development during its brief existence, as socialism is opposed to the form of government conceived by the framers of our constitution. Co-operation is the greatest thing in the commercial world up to the point that it conflicts and interferes with competition. From that point on it is destructive, unprogressive, innocuous. The Bureau of Markets would have co-operative enterprise among farmers supplant the competitive system. The Bureau and the farmers who support it would be the first to complain if manufacturers should organize along similar lines, on a plan, for instance, as sponsored by the U. S. Grain Growers. It might be that the Department of Commerce would see no difference in the principle of marketing farm produce and farm implements, and that would be far from satisfactory to the farmers.

### WAGES AND RATES

WESTERN freight rate reductions may not go into effect by voluntary action of the carriers, following the suggestion of the Interstate Commerce Commission. As we go to press the question is still open, and in all probability the reductions will wait upon formal order by the Commission.

The Commission last month recommended a cut in freight rates on wheat and hay of 50 per cent of the advance under Ex Parte 74, effective August 20, 1920. These increases, you recall, were 35 per cent in the Western group and 33⅓ per cent in the Mountain-Pacific group. The Commission further suggested under its new order, that the rates on corn, rye, oats and barley should be substantially 90 per cent of the reduced rates on wheat. The products of grain and hay will bear their present relationship.

The Interstate Commerce Commission made this recommendation under the assumption that the Labor Board would order a reduction of wages to compensate, in part, for the losses in revenue due to the rate reductions. The Labor Board, however, almost simultaneously with the Commission's order, held that wages should not be reduced. This put the executives of the roads in the difficult position of decreasing already deficient revenues without compensation. By refusing to follow the Commission's recommendation voluntarily, the railroads will force the Commission to issue a formal order which will necessitate a review of the wage question combined with that of rates. The railroads have agreed to post an order for a flat wage reduction of 10 per cent and hope to reach an agreement with the brotherhoods and other groups without recourse to the Labor Board. This is the condition of affairs as we go to press, so that relief from excessive freight rates on grain may be delayed, unless the last minute conference at Wash-



ington reaches an agreement covering wages which will permit the voluntary reduction as submitted in the Western Rate Case decision.

## THE GRAIN SHOW

**L**AST year a grain dealer in the West begged, and obtained, a sample of wheat from one of the prize winners at the International Grain & Hay Show. "I want to show it to some of my farmer friends, for I never saw real wheat before, and I don't believe they ever did."

This show, held every year in connection with the International Live Stock Exposition, brings the finest grain and hay from every state and from Canada. The exhibits are eye-openers, for they show what growers can do and what all growers should do. It is an opportunity for every man interested in grain and hay to see the best there is. In addition the Federal and state exhibits are worth going far to see. Demonstrations of many kinds are made and a wealth of interesting literature given away. Needless to say, the stock features are worth seeing. November 26 to December 3 is the time; the place, Chicago; and the girl, your good wife. She will enjoy every minute of it.

## PLENTY OF CORN

**G**OVERNMENT crop reporters on November 1, were able to see 3,151,698,000 bushels of corn in the growing crop. This is 12,000,000 less than a month ago, but a great plenty, for there is a carryover of 281,472,000 bushels from last year, as compared with 139,906,000 a year ago and 80,576,000, the five-year average. The amount of corn is no surprise, but a great many shippers and farmers in the Central States will have difficulty in believing that the crop is 4.9 per cent better than the average, and that 84 per cent is of merchantable quality.

Most of the crops reported are unchanged from last month. These finals, omitting the final 000, are: Wheat, 740,655; oats, 1,078,519; barley, 163,399; rye, 64,332; buckwheat, 14,894; flaxseed, 9,360; rice, 33,020; Kaffirs, 125,724; Clover seed, 1,214 bushels; and hay, 94,619 tons.

A feature of the November report is the estimate of average weight of wheat and oats. This year's wheat crop averages 56.6 pounds to the bushel, as against 57.4 pounds last year, and 57.9 for the 10-year average. Oats show only 28.3 pounds, compared with 33.1 last year and a 10-year average of 32.3 pounds.

## ARGENTINE'S PROSPECTS

**G**RAIN buyers in all countries have their eyes upon Argentine's crops. The wheat harvest begins in December and the outturn of the crop will largely determine the course of the market in this country. Should the Argentine crop turn out larger than expected there would be little chance of a market upturn. Whatever the outcome, it is important to the American trade.

The U. S. Department of Agriculture on

November 5 issued a report on Argentine conditions which showed a wheat acreage of 13,927,000, which is about 900,000 acres less than was planted last year. At this time a year ago the estimated crop was 250,000,000 bushels, but only 184,000,000 bushels was actually harvested. At the present time unofficial estimates of the growing crop are for 207,000,000 bushels. The season corresponds to our May 1, so there are chances of great variation before harvest begins. The carryover from the last crop is variously estimated at from 7,000,000 to 35,000,000 bushels. Your guess within this range is as good as ours. Latest reports from Argentine are that the weather is unseasonably cold. This is not an unfavorable condition for our wheat crop and is probably no more so in Argentina. But there are complaints of locusts in Cordoba and Santa Fe, the two largest wheat states. This may mean much or nothing at all. In any event, watch the Argentine.

## PICK OUT THE MOLDY CORN

**M**OLDY corn, usually following depredations of the corn ear worm, is so plentiful throughout the corn belt that every agency should be utilized in preventing its mixture with commercial corn. To what extent moldy corn is injurious to livestock has not been determined. No doubt mold in large quantity would be injurious, and badly molded grain should be used for fuel rather than in the feed lot. Slightly molded corn might be fed at home without serious injury to stock, but animals should be watched closely for harmful effect.

The corn which comes to the elevator, however, or even to the sheller, should be free from mold entirely. Mold-free corn should be kept separate when husked, and if mixed lots are offered for sale it should be hand picked before being shelled and mixed with sound grain.

The elevator operator who neglects these warnings, which have been broadly circulated, is letting himself in for a world of trouble and possibly serious losses from off-grade corn, when he sends it to the terminal market. While the Government report shows a deluge of corn in the country, the amount of sound, marketable grain will be surprisingly small, so small in fact that many dealers predict no surplus at all.

## FUTURE TRADING ACT UNDER TEST

**T**HE constitutionality of the Future Trading Act will be put before the U. S. Supreme Court this week. The bill presented by John Hill, Jr., and other members of the Chicago Board of Trade before Judge Landis was dismissed and will now go to the highest court for settlement. The bill recites eight points wherein the Act is alleged to be unconstitutional.

The feature of the Act which is chiefly subject to attack is that which permits cooperative associations, through a member, to become a member of the Board, such member to prorate dividends to shippers, a practice virtually the same as rebating. Rebating in any form is not allowed by the rules of the

Board and the restriction is one of the chief factors which makes membership desirable. If that point is sustained before the Court there is little doubt as to the outcome of the bill. In any case the grain trade will be glad to have a decision as soon as possible so that they may know exactly where they stand.

This rule prohibiting rebates promises to be one of the most difficult of settlement in the conference which the Secretary of Agriculture has called for November 17 at Chicago. Not a great deal of trouble is anticipated in otherwise making the rules of the various markets conform to the Act, should it be declared constitutional, trading in indemnities having already been prohibited on all markets.

## CHANGES IN GRADES RECOMMENDED

**A**LTHOUGH the report of J. D. Coulter, appointed by Secretary Wallace to investigate the subject of Spring Wheat grades, has not been made public, reports from Washington state that the report will recommend that the moisture content be reported separate from the grade. That is, a wheat otherwise perfect, would grade No. 1 though moisture content was high, the amount of moisture, like smut or garlic, being made as an annotation rather than being considered in fixing the grade.

Witnesses appearing for the Steenerson Bill before the Committee of Agriculture submitted samples showing that the presence of foreign grains and separable material in a sample would degrade the sample to No. 4, whereas the actual wheat present was all No. 1. These samples were admittedly specially prepared and were not commercial samples. The reports of Professor Coulter's findings indicate that he is sold on the injustice of such grading.

Professor Coulter's investigation did not concern itself with the milling quality of such samples. Professor Fitz of Manhattan, Kansas, is investigating this phase of the matter and his report has not yet been submitted. After all, wheat is bought and sold on its value as a flour producer, and theories are of little value in the face of the known debasing effect of admixtures of grain other than wheat in flour. Other grain may be as nourishing as wheat, but it doesn't make as good bread, and that is the standard of flour value. All arguments of grain mixture values are of little avail compared with the simple fact that the public will not buy off color nor off grade flour. We hope that neither Secretary Wallace nor the House Committee will allow their minds to be prejudiced in advance of Professor Fitz's report.

## CANADIANS IN HARD LUCK

**A**MERICAN farmers and grain dealers have had precious little comfort out of the grain crops this year, but they are better off than many of our Canadian neighbors, at that. A great volume of grain was moved from our farms at prices which look extravagantly high today. The farmers got the cream of the price scale and the specula-



EDITORIAL  
MENTION

tors who assumed the burden of the crop have paid heavily. Even Senator Capper would find difficulty in asserting that the speculator has not functioned to the betterment of the farmer this year.

In Canada the depression was well advanced when the bulk of the movement reached the market. Great quantities of wheat were sent to the eastern seaboard and even abroad without being sold. It was disposed of at heavy losses. And still the flood of Canadian grain continues. Terminal elevators at the Head of the Lakes and at eastern ports are congested and embargoes have been continually threatened and in some cases put into effect.

One of the causes of congestion at Lake Superior and interior elevators is the exceptionally large number of grades of wheat caused by the bad weather which came on when the grain was in shock waiting to be threshed.

To see a crop of No. 1 wheat changed over night, almost, into No. 3 or worse, is just one of the things Canadian producers have had to contend with.

## IOWA THE CORN CHAMPION

**H**OLDING the corn production championship this year is a questionable honor, but such as it is, Iowa gets it. That state will produce 428,274,000 bushels, according to the Government estimate. Illinois, as usual, is second, but this year an "also ran," with 304,550,000 bushels. Next in order are: Nebraska, 209,552,000; Texas, 192,478,000; Missouri, 184,590,000; Indiana, 163,620,000; Ohio, 150,060,000; Minnesota, 131,733,000; South Dakota, 116,032,000; Kansas, 113,390,000. All other states are less than 100,000,000 bushels.

The Southern States show material increases in their corn production. In round numbers Texas is 65,000,000 bushels over the previous five-year average; Louisiana 7,000,000 over; Mississippi, 22,000,000; Alabama, 10,000,000; Georgia, 10,000,000; Arkansas, 11,000,000; Oklahoma, 26,000,000; Tennessee, 8,000,000 bushels. These figures would appear more encouraging for the South if we could believe they would be permanent, but the recovery of cotton prices may make the southerners forget that diversified farming has advantages.

A circular letter came to this office recently in which a self-styled "grain expert" invites subscriptions to his private letter service, the cost of which is \$7 per month. He makes the astonishing guarantee to return a three months subscription price if the subscriber does not make a profit of seven cents a bushel on all grain traded upon his advice within that time. This "expert" has been a regular contributor of sensational stories of the grain pit in a notorious race track "come-on" sheet, and now he evidently intends to catch suckers for the grain market just as the race touts do for the track. No reputable grain dealer and no other person with any sense, would have anything to do with such methods. They debase the whole trading system to the plane of the race course.

Australia seems to have pretty well covered the Oriental wheat market. Before next May we will not worry whether foreigners buy any more of our wheat or not.

The Arcadia (Ohio) Elevator Company has just appointed the Rev. J. S. Snodgrass as manager. This sounds like jumping from the frying pan into the fire for the preacher, but we wish him luck.

The Farm Bureau Federation have now completed their stock marketing plan. It is to be hoped that it will have more practical virtue and less of the fool buncombe than their grain marketing scheme.

Ohio farm organizations are going ahead with their stock selling in support of their terminal (sic) elevator at Cleveland. At least it is soft for the ones who are getting out from under in the terminal.

Foreign trade is a system of exchanging commodities. Other nations will not take our goods unless we take theirs. There is not money enough in the world to pay for our exports in any other way.

Alfalfa shipments by boat from California to New York are becoming so common as to lose news value. We are just beginning to learn that San Francisco and New York are near neighbors, only \$12 per ton away.

Farmers benefit more than any other group by export trade. No wonder they object to the American valuation plan incorporated in the Fordney Tariff Bill. It would kill off much of our opportunity to export.

The Non-partisan League leaders have been recalled by a special vote. The people of North Dakota have finally waked up to the fact that freak legislation does not bring prosperity, and that milking the many for the benefit of a few is not a success.

This month wheat reached the lowest price since June, 1916; corn, since March, 1911; oats, since November, 1912. This is not normal for normalcy is on a higher level for all commodities than before the war. Eventually there will be an evening up. Speed the day.

All country elevators in Minnesota must be bonded to the value of the grain stored. Operators are required to purchase the grain or buy in enough to cover the storage tickets. This is a new order of the Railway and Warehouse Commission, and is intended to clear up the uncertainty of title for stored grain.

Most of the farm journals are directly or indirectly supporting the U. S. Grain Growers. When the bubble blows up, they can retire gracefully behind the excuse that the scheme might have worked had it been properly managed. The papers are not hurt, even

though their constituents are badly stung by their advice. If there is a farm paper in the country that has studied the Grain Growers contract without prejudice, and has thereafter given honest judgment to its readers, we have failed to see it.

Secretary Wallace is advocating the burning of corn instead of coal. A Topeka paper suggests that this is intended to advertise the low price of corn, and points out that holding corn instead of burning it would be far more profitable. There are places where it would be advisable to burn corn, in case of mold, worm, etc., but this is the exception.

And now comes a member of the All-Russian Co-operative Society with a statement that by 1924 Russia would be in a position to export grain. There is little doubt that the Russian peasants could regain much of their acreage and yield by 1924 if they were not molested and despoiled by the bolshevist regime. The difficulty is not one of agriculture, but of politics.

Corn and other grain ground in the shuck, and to which molasses has been added, can be registered as a concentrated feed in Georgia. This will considerably broaden the marketing of these products, where feed is in demand, but it will not help the cause of increasing the value of mixed feed, as advocated in the address of Mr. Minkler before the Feed Control officials.

We can keep out of foreign entanglements from a political sense, but if anyone thinks we can be independent of the rest of the world economically, just regard the effect fluctuation in foreign exchange has on our markets. The German mark is of immediate concern to American commerce, and all the theorizing in the world will not get us away from the fact.

No one can attempt to deny that farmers have a hard row to hoe this year. The Department of Agriculture shows that farm products have a purchasing value as follows: Corn, 61 per cent; oats, 60; barley, 53; wheat, 93; rye, 101; cotton, 51; hay, 68; and potatoes, 64. Everyone sympathizes with them. But has anyone any sympathy for the speculator who bought the grain hedges of shippers at the beginning of the season, and has had to take the loss of his entire investment?

The Industrial Traffic League is advocating a reorganization of the Labor Board with five instead of the nine members as at present, the five members to be representatives of the public who can see both sides of a wage controversy. Another recommendation would allow shippers to intervene in wage cases, as they pay the wages. Voluntary consolidation of the railroads where it is in the public interest, and submission of Labor Board decision to the Interstate Commerce Commission before being promulgated are also advocated. In public utility disputes it should be recognized as a general principle that the public is an interested party and should have representation.



EARL COMBS  
Chicago

# NEWS OF THE TERMINAL MARKETS

L. W. FORBELL  
New York

## THE NEW CHICAGO BOARD OF TRADE

The directors of the Chicago Board of Trade at a meeting held October 25 decided to carry out the project of a new Board of Trade building but set no date for commencing the work. Plans have been prepared by architects of Chicago which call for a \$6,000,000 structure, 21 stories high.

## HAS CORN SEEN LOW PRICE?

Domestic demand for corn has been fair and should improve with colder weather. Export business has also been pretty good. Since July 1 clearances amount to about 45,000,000 against 3,000,000 a year ago. There is a feeling that corn may have seen its low price, but much depends upon the action of wheat and the size of receipts in the near future. If the new crop should move freely, and only a moderate demand exist, new low records could be made. Seems advisable to take fair profits no matter which side one operates on.—*J. F. Zahm & Co., Toledo, Ohio. From Red Letter of November 12.*

## NOW TRADING IN COTTONSEED OIL

The Chicago Board of Trade, Chicago, Ill., has adopted rules for trading in cottonseed oil similar to those in force on the New York Produce Exchange. Units of 60,000 pounds, summer yellow oil are traded in for cash or future delivery. Storage is in the regular provision warehouse, and registration and inspection are in charge of Harry Boore, provision registrar.

The first trade for future delivery was made October 28, when 60,000 pounds of May oil was sold by Harris, Winthrop & Co. to E. Lowitz & Co. at \$8.65. During the first hour's trading about 250,000 pounds of oil were dealt in.

## FEW RULES WILL BE CHANGED

Members of eight leading grain exchanges of the country met in Chicago the last week in October and it was the consensus of opinion that it would not be necessary for the grain exchanges to change many of their rules to comply with the grain future trading act known to the grain trade as the Capper-Tincher Bill which becomes effective December 24.

It was shown to be the desire of the exchanges to comply with the new regulations to the best of their ability. This has been also demonstrated by the recent action of the Chicago Board of Trade in abolishing trading in indemnities and in declining to support a petition brought out by a member of the Board to combat the Capper-Tincher Act as unconstitutional.

## BARGE LINE SHIPMENTS HEAVY

Correspondent at Cairo, Ill., writes us: "Grain trade here continues very dull. This market supplies a territory that usually produces no grain but this season it has produced grain very heavily. This grain is now in the course of consumption and until it is out of the way, the demand will continue very light."

"Saw mills throughout the South, Southwest and Southeast are running a little bit more freely and lumbering and logging as a consequence is improving somewhat, although present high rates of freight continue as a drawback on the movement of low price lumber."

"The shipment for export via the Barge Line through this market continues heavy and will constantly increase from this time forward owing to the fact that river navigation in the upper rivers,

that is, above Cairo, will undoubtedly be discontinued at a very early date. The stage of the river between Cairo and St. Louis even now being such as to necessitate very light loading and no doubt troublesome navigation as a consequence of the low stage of the river. The boating stage, Cairo to New Orleans, as usual is adequate for any fleet of barges or boats that move on the lower river. The great terminal docks of the barge line are now complete here and in active operation."

## HE ACKNOWLEDGES THE CORN

H. G. Pollock of the Pollock Grain Company of Middle Point, Ohio, well known brokers and shippers of Central territory, wrote on an offering of three cars of good, new, sound, clean, hand husked Yellow ear corn October 26, as follows: "The price



H. G. POLLOCK AND HIS PRIZE CORN

of this corn is the lowest at which we have sold new Yellow ear corn since 1899 and the quality is unusually good and unusually dry for early shipment."

The statement sounds as though Mr. Pollock has been in the grain business in Ohio for some time. As a matter of fact he claims a period of 21 years in which he has been carrying on a grain business in Van Wert County. He deplores the present low price of corn but is proud of the county's record as to yield and quality. The illustration shows Mr. Pollock at the recent convention of the Ohio Grain Dealers Association at Columbus and a few ears of corn which he brought to the meeting.

Mr. Pollock states that his firm ships from two to four carloads of corn a day from that market during the corn season. The corn shown runs 60 to 80 bushels to the acre and is well matured and of good quality. He further states that farmers will be slow sellers on account of the present low prices and high freight rates. Farmers of Van Wert County would be extremely prosperous if their corn would only bring somewhat better prices.

## NEW CORN ARRIVING

There is no wheat moving in our territory and local mills claim they are unable to purchase from the farmers. Mills hold very light stocks of winter wheat in this territory.

Some new corn has been arriving, most of it in

fair to good condition. Old corn seems to have the preference at a slight premium. Country offerings of both new and old corn are very light. Values about in line with western quotations.

Receipts of oats, while not heavy, are sufficient for the light demand. Values are about in line with western terminal quotations. Country not selling oats to amount to anything. Stocks here are lighter than they have been at any time this year.—*Harper Grain Company, Pittsburgh, Pa. Market letter of November 14.*

## GOOD DEMAND FOR MILLING WHEAT

We have had a very good demand here for top grade milling wheat, but low grades of wheat have been very hard to sell.

A large number of flour mills in this section are closing down, which will, undoubtedly, result in a poor demand for wheat before very long. In fact, all the conditions affecting the wheat market appeared to be very bearish, and unless these conditions change, we believe wheat will sell at a new low level.

Oats and corn seem to be thoroughly deflated, and we are cleaning up our receipts daily, and have no trouble in finding buyers to take on oats and corn at these prices.

Rye is very dull, and the hardest of all grains to sell, at the present time.—*The Mutual Commission Company, Cincinnati, Ohio. Market letter of November 14.*

## THE ST. LOUIS MARKET

During the past week we have witnessed the reaction in the wheat market which has been looked for for several weeks. The receipts of wheat have decreased steadily and with a better demand from both millers and elevator operators, the accumulation has gradually been cleaned up. Good Soft Red wheat was scarce early in the week, but during the last few days Hard wheat has been wanted. Offerings of Soft White fairly large, which is partially taking the place of Red wheat.

The coarse grains have been quiet, as offerings have been light. Receipts of new corn continue to show exceptionally good quality for this time of year and are selling very close to old corn prices.

Good No. 3 White oats has been scarce and wanted, with premiums being paid for what little has been coming in. Otherwise the oats market has been dull.—*Pickens & Beardsley Commission Company, St. Louis, Mo. Market letter of November 14.*

## ORGANIZATION OF INSPECTION BUREAU

The Grain Inspection Bureau at Portland, Me., has recently reorganized, and Frederick C. Hammer, formerly assistant grain supervisor attached to the Boston office of the United States Department of Agriculture, has been appointed Federal grain inspector at Portland as assistant to B. J. Bolan, who will continue to act as chief inspector at that port.

Mr. Hammer is a licensed federal inspector and plans are now well under way for the equipment of the grain inspection laboratory with the most up-to-date equipment such as is prescribed by the Department of Agriculture. This arrangement now places the port of Portland on the same basis as other Atlantic ports. The Chamber of Commerce of Portland feels that the grain exporters in the country will be glad to learn of this action, and that they will take advantage of the additional facilities now offered them, and route their export traffic through that port. They say it is a well



recognized fact that exporters who have been accustomed to send their shipments to the port of Portland are unanimous in their opinion that from the standpoint of proper and economical handling as well as prompt dispatch of shipments that the port cannot be excelled by any port on the Atlantic, and in view of the additional facilities which they are providing it is felt that the result will be a greater flow of export grain through the port.

#### GRAIN TRADE UNSETTLED

Conditions in the grain trade are unsettled. Trade is afraid to wander far from shore. World's conditions are unsettled. Big break in wheat has caused tremendous losses, both in this country and abroad. Fresh speculative trade is light. Cash handlers say demand is very spotted. Total visible supply of grains is enormous. Last Monday the total in the show windows of the five grains was 155,858,000 bushels against 91,634,000 bushels a year ago. It makes a heavy load for speculators to carry. Visible supply should soon start decreasing. What will our export demand for wheat be from now on? Supply and demand make the price. Canada still has plenty of wheat to sell. Argentine and Australian prospects are excellent. Weather conditions in those countries now compare with our June. Will some serious damage develop? If it does the outlook will be completely changed.

Trade would like to see the markets advance. It would help sentiment and start business on the road to recovery. Large Eastern traders have said that they would welcome a sharp advance in commodities. It would stimulate a demand for goods in the agricultural districts. People are still timid. They have lost their war jag. They are shopping. They refuse to pay war prices.

Conference in Washington will attract the eyes of the world. Will it be a success? We hope so. Keep your eyes on the news from there. News on the conference will probably cause choppy markets both in grain and stocks. Buy only on sharp breaks and don't overtrade.—C. A. King & Co., Toledo, Ohio. From Special Market Report of November 12.

#### WHEAT IN NOVEMBER

Two new factors appear in wheat. Receipts are declining to moderate proportions and the chance arises of complete new seeding wheat loss over three to four million acres out of eight million drouth acres in Texas, Oklahoma and Kansas. The Canadian immediate wheat oversupply condition remains largely unchanged.

During November, wheat should stage substantial upturns but if the Argentina prospect of 115 (millions) wheat surplus is maintained along with a 90 surplus in Australia, the wheat advances may not be positive. An English grain man guesses world wheat needs 1921-22 at 592 (millions), including 40 for Russia. Not seriously bullish.

United States wheat visible of 56 (millions) is the result of around record wheat receipts. Primary receipts, roughly, July 1 to November 9 for 1921-1917 period run 245, 170, 240, 273, 97. The 245 (millions) receipts for 1921 period proceed from a 741 crop whereas 240 and 273 receipts came from crops of 917 and 941.

Primary receipts at top ran 15 to 18 (millions) weekly and they are now due to become 4 to 6. On current news the new Winter wheat acreage looks 36 (millions) versus near 40 last year. Outside the 8,000,000 drouth acres in the Southwest the condition appears to run around 91 per cent. Good. A Winter wheat start of 565 to 590 (millions) would compare with 678, 731, 900 in past three years.

The difficulty of guessing on the 8,000,000 drouth acres is obvious when seed can lie in the dust 90 to 180 days and then "make." At a possible 590 (millions) Winter wheat start we hardly consider the promise low enough to immediately offset the necessity of ridding Canada of her around 180,000,000 November 1 wheat surplus.

The United States may hold 45 to 100 (millions) wheat for export November 1. United States exports for November and December promise to be light. The United States may not arrive near a domestic basis before April or May. The Argentina crop is so far advanced that, even if adversity, the

surplus must run 90 to 100 (millions). Canadian exports September 1 to November 1 may total 25 with a November 1 surplus of 180—enough to supply the total world's shipments for 18 weeks.—E. W. Wagner & Co., Chicago. Market Letter of November 14.

#### CURTAIN FALLS ON P. H. SCHIFFLIN

The great poet was not altogether right when he said that each man in his life plays many parts. Every man has his one best role and if he happily finds it early in life his material success is doubtless best assured if he plays it to the end. Philip H. Schifflin found his avocation early in life and it only ended with his death which occurred October 29 at his home in Chicago.

Mr. Schifflin was an old and honored member of the Chicago Board of Trade and from an early age passed the 60 years of his life in the grain business. It was in 1876 that he entered the employ of the firm of Henry Hemmelgarn & Co., one of the leading grain and hay firms in the Chicago market. His aptness for the industry and application to business caused him to be admitted as junior partner in 1892 and on Mr. Hemmelgarn's retirement in 1906 he succeeded to the business as Philip H. Schifflin & Co. The firm has remained unchanged



THE LATE PHILIP H. SCHIFFLIN

to the present time and is continued under the management of Mr. Schifflin's brother, Eugene Schifflin, who has been long associated, as part owner, with the business.

Mr. Schifflin was a member of Dearborn Lodge No. 310 A. F. and A. M. He is survived by two sons, Arthur and Philip Jr., and a daughter, Mrs. F. W. Kaempfer. The interment was at Oakwoods Cemetery.

#### THE WEEK AT PEORIA

Receipts of corn have been fairly large here the past week and prices have been holding well in line with other markets. Industries and shippers have been good buyers and all arrivals have met with a ready demand. While there is no evidence of an export demand from here, considerable corn has been worked East for domestic purposes. Country acceptances on bids have not been large and advices of consignments have been fair. The largest portion of the corn arriving recently has been placed on contracts made some time ago at higher figures. The quality of the corn coming to this market now is very good as regards moisture test, but it contains a large percentage of damaged kernels, although the last day or two there has been a big improvement in this regard, and considerable of the corn is now grading No. 3 and No. 4.

Receipts of oats have been light and prices here continue to compare favorably with those in other markets. While shippers report some demand for domestic purposes, outside oat-meal mills seem to be the best buyers. Country acceptances on bids have been exceedingly small as well as advices of consignments.—Mueller Grain Company, Peoria, Ill. Market letter of November 14.

#### TERMINAL NOTES

A membership on the Chicago Board of Trade sold early in November at \$6,850 net to the buyer.

The Royal Feed & Milling Company of Memphis, Tenn., has engaged L. C. Kavanaugh as sales manager.

The announcement has been made that Herb Bros. & Martin of Pittsburgh, Pa., have dissolved partnership.

The R. J. Thresher Grain Company has succeeded the Thresher-Fuller Grain Company of Kansas City, Mo.

The Minneapolis Chamber of Commerce, on November 1, returned to its old trading hours 9:30 A. M. to 1:15 P. M.

H. J. Koehl recently associated with Simons, Day & Co. of Chicago has formed a connection with the Updike Grain Company.

Chas. B. Hill has become a member of the grain and hay firm of Ralph Gray & Co. of Cincinnati, Ohio, succeeding J. D. Dye.

Carl Bryant, recently with the Raymond P. Lipe Company of Toledo, Ohio, became connected with W. H. Morehouse & Co., on November 1.

Anton Trettin, recent Duluth representative of H. Poehler Company of Minneapolis, Minn., has gone with the Harbison Commission Company.

Clarence A. Euler & Co., grain firm of Baltimore, Md., have moved their office from the Chamber of Commerce Building to 3518 O'Donnell Street.

The W. M. Bell Company of Milwaukee, Wis., has closed its office at Sioux Falls, S. D. C. D. Siegfried, former manager, is operating as a broker on his own account.

S. A. McPhail, who recently represented Simons, Day & Co., of Chicago, on the Duluth Board of Trade, is now representing the Farnum & Winter Company of Chicago.

James K. Christopher, manager of the office at Kansas City, Mo., for E. W. Wagner & Co. of Chicago, Ill., was married recently to Miss Jessie Neinstedt of Kansas City.

The W. L. Richeson Company, Inc., freight brokers and forwarders, New Orleans, La., announces the removal of its general offices to Suite 1317-1326, Hibernia Bank Building.

Warren G. Starkey, who has been associated with the W. C. Mitchell Company of Duluth, Minn., for a number of years, has engaged in the grain commission business on his own account.

Harry H. Newell of Rogers Grain Company of Chicago, Ill., was recently elected a member of the Milwaukee Chamber of Commerce. The firm is now member of all principal grain exchanges.

The Bartlett Frazier Company of Minneapolis, Minn., has secured needed additional room, having taken over the offices in the Board of Trade Building, formerly occupied by H. Poehler & Co.

The Kansas City market received its first car of new corn October 25. It arrived from Holton, Kan., graded No. 1 Yellow, and a moisture test showed only 12.2 per cent. It sold at 42 cents per bushel.

The P. C. Kamm Company of Milwaukee, Wis., has just completed the yearly overhauling of its elevator. It added a new large sized Monitor Oat Clipper and Fairbanks Motor with silent chain drive.

H. J. Butler, for 18 years with H. Poehler & Co., of Minneapolis, Minn., up to the time of its suspension, has become connected with the Minneapolis office of the Itasca Elevator Company of Duluth, Minn.

The J. Rosenbaum Grain Company of Chicago, Ill., announces that Louis C. Brosseau of the old established firm of Brosseau & Co., which dissolved recently, has become an executive officer of the company.

The first new corn of the season on the Baltimore market arrived November 3 being a consignment of Yellow corn from Kent County, Maryland, to Stevens Bros. It sold at \$2.40 per barrel on the wharf.

The Exchange Elevator at Minneapolis, Minn., formerly operated by the H. Poehler Company has



been acquired by W. D. Gregory and B. B. Sheffield. It is understood it will be operated under the joint management of the Gregory-Jennison Company and the Sheffield Elevator Company. The capacity of the elevator is 625,000 bushels.

Chas. D. Jones, head of the grain firm of Chas. D. Jones & Co., Nashville, Tenn., recently purchased the Hermitage Elevator at that place for a consideration of \$27,500. The elevator has a capacity of 500,000 bushels.

The directors of the Chicago Board of Trade have lifted the ban on the circulation on the Exchange floor of Argentine grain quotations which was put into effect during the war to guard against the spreading of unauthorized reports.

The Mutual Commission Company of Cincinnati, Ohio, received the first new ear corn on the Cincinnati market for this season. It came from central Illinois, was White corn of fairly good quality and sold at 48 cents per bushel.

W. E. Schroeder, manager of the Milwaukee office of E. W. Wagner & Co., of Chicago, was recently initiated into Independence Lodge No. 80 A. F. and A. M. Twenty-five members of the Chicago office went to Milwaukee to assist in the ceremony.

M. M. Day, formerly with Simons, Day & Co., of Chicago, who recently went into liquidation, has formed a connection with Al. V. Booth & Co., of Chicago and will represent them on the road looking especially after the cash grain end of the business.

Otto Waitzmann, wheat salesman for Rosenbaum Brothers of Chicago will sail on *S. S. George Washington* from New York, December 8 for a two months' business and pleasure trip to points in England and the continent. Mrs. Waitzmann will accompany him.

John Hill, Jr., of the Chicago Board of Trade, recently secured from B. Frank Howard, editor of the *Daily Market Record*, a complete file of the commercial reports on the grain and other business in Chicago for the year 1857. It is said to be the only copy in existence.

Captain John O. Foering, formerly grain inspector on the Philadelphia market for 54 years, and chief grain inspector for 32 years celebrated with his wife their golden wedding anniversary on October 31. Mr. Foering retired from the department about 10 years ago.

Oscar C. White was suspended for five years from membership in the Chicago Board of Trade, late in October, under the rule relating to insolvency. He was connected with Lipsey & Co., and became indebted to them for upwards of \$50,000 causing their suspension several years ago.

Alfred H. Trettin, who has been associated with the Franke Grain Company of Milwaukee, Wis., for upwards of 20 years in charge of finance and accounting, severed his connection with the firm on November 1, having acquired an interest in the newly formed La Budde Feed & Grain Company.

## CELEBRATES JUBILEE OF GRAIN STORAGE

Fifty years ago on September 17, the first load of grain was put through the present elevator at Collingwood, Ont. At that time there was no grain in the Canadian West and Port Arthur was a Hudson Bay Trading Post with nothing but Indians in its vicinity. Grain then handled by the Northern Elevator at Collingwood was shipped from Chicago and for many years after this was the source of supply. This elevator was the first on the Georgian Bay, and although afterwards elevators were built at Owen Sound, Goderich, Meaford and various other ports, they have long since all disappeared, having been all burned down. The Collingwood elevator, built by a Scotsman named R. J. Reckie, still stands and is in good working condition today. The first load of grain that went through this elevator was from a schooner and she carried 16,000 bushels. The *Clemens A. Reiss* is now delivering 258,000 bushels of grain from Chicago to the elevator.

To commemorate the jubilee of the elevator on

September 17, Acting Mayor J. Mair met Captain Coulin of the *Clemens A. Reiss* on his arrival and in a few well-chosen words presented him with a new hat as a slight recognition of the long business relations that existed between the Port of Chicago and the Port of Collingwood.

## AN INTERESTING EXHIBIT

When the Pageant of Progress was held in Chicago last August, among the exhibits shown by the Chicago Historical Society on the Municipal Pier, was a model of the first grain shipment by boat from this city. The model was about four feet wide and was worked out to the most minute detail.

The model shows the warehouse of Newberry & Dole, grain merchants, as it appeared on October 9, 1839, when the first shipment was made. The warehouse stood on North Water Street just east of Rush Street, about where the new double-deck Michigan Boulevard Bridge now stands. In the foreground is the brig *Osceola*, of Buffalo, a type of vessel that has practically disappeared from the Great Lakes.

There were no automatic scales in those days, so the grain was spouted from the third story into a measuring box with barrow handles which two men carried across the gangplank of the brig

the winter by using up all fodder and other materials in which it may be found during the winter.

This, with the late fall plowing of all infested fields, that can safely be plowed, with the view of turning under all over-wintering stages of the worm, should go far toward the control of the pest. The caterpillar is sluggish and at this season seems to be present mostly as immature or full-grown worms. It is not likely, therefore, to get far from the infested crop or field before winter. Those who have had trouble with the pest should keep this in mind and try to eliminate it as completely as possible before spring.

## CO-OPERATIVE MARKETING

The Department of Commerce, through the Bureau of the Census, has announced figures on co-operative marketing from the 1920 census of agriculture for the United States:

The number of farms reporting co-operative marketing of farm products through farmers' organizations in 1919, according to the Fourteenth Census, was 511,383, or 7.9 per cent of all farms in the United States.

In Minnesota, 78,314 farms, or 43.9 per cent of all farms in the state, reported co-operative marketing of farm products in 1919. Both co-operative elevators and co-operative creameries are numer-



MODEL OF THE FIRST GRAIN SHIPMENT FROM CHICAGO

and dumped into the hold. It would have been a simple matter to spout the grain direct to the hold, but there would then have been no means of tallying. The entire shipment consisted of 1,678 bushels of wheat, scarcely more than a carload. It is to be regretted that the illustration does not show the tally box and other details which would be of interest.

## THE KAFFIR WORM

The Kaffir worm, which has been known to destroy 100 per cent of individual Sorghum crops, and as much as 70 per cent for whole counties, has been playing havoc in Ozark region this summer. The worm is not new to the United States. It was described and named as long ago as 1881 when it attracted some attention in Alabama. However, as a serious scourge of Kaffir and related crops, it came into prominence only in the past two months. It seems to prefer the unripe grain of Kaffir, Sorghum and allied crops.

The pest this year developed one brood during August and September and the offspring of that brood are now arriving at the full-grown stage. From recent breeding experiments being carried on at the Missouri Experiment Station it seems likely that the pest is preparing to pass the winter as the full-grown larva or pupa in a cocoon behind the leaf sheaths and elsewhere on Kaffir, Sorghum, corn and similar crops. If it does this, the farmer has an excellent opportunity to reach the pest in

ous in this state. Other states with a large number of farms reporting were Iowa, with 43,350; Wisconsin, with 42,848; Michigan, with 42,104; Kansas, with 33,654; Nebraska, with 32,543; and California, with 25,772.

Sales through farmers' marketing organizations in the United States in 1919 amounted to \$721,983,639, or an average of \$1,412 for each farm reporting. The most important products market in this way were grain, milk, and cream, fruits, and truck crops.

The largest total sales were reported from the following states: California, \$127,990,981; Minnesota, \$82,760,459; Iowa, \$59,403,626; Illinois, \$47,920,487; New York, \$44,906,247; Nebraska, \$44,755,140; Kansas, \$44,290,957.

The number of farms in the United States reporting co-operative purchasing of farm supplies through farmers' organizations in 1919 was 329,449, or 5.1 per cent of all farms.

In six states, co-operative purchasing of farm supplies was reported by over 20,000 farms, as follows: Iowa, 32,530; Kansas, 32,321; Minnesota, 29,611; Nebraska, 27,335; Wisconsin, 21,792; and Ohio, 21,250.

Purchases through farmers' organizations in the United States in 1919 amounted to \$84,615,669 or an average of \$257 for each farm reporting. Important items purchased co-operatively were fertilizer, feed, binder twine, spraying materials, coal, crates and boxes, etc.

Five states reported over \$4,000,000 as the value



of farm supplies purchased through farmers' organizations, as follows: Kansas, \$9,663,051; Nebraska, \$9,660,107; Iowa, \$6,760,952; Minnesota, \$6,642,162; and California, \$4,321,129.

## FUTURE TRADING ACT BEFORE SUPREME COURT

A small group of members of the Chicago Board of Trade, consisting of John Hill, Jr., Reuben G. Chandler, Adolph Kempner, Emil W. Wagner, Charles E. Gifford, Alfred V. Booth, Edward L. Glaser, and Alonzo B. Lord, through their attorneys, presented a bill before Judge K. M. Landis of the U. S. District Court on November 7, to enjoin Henry C. Wallace, Secretary of Agriculture, other Government officials, and the officers and directors of the Chicago Board of Trade, from carrying out the provisions of the Future Trading Act (Capper-Tincher Bill), and to declare the Act null and void because every provision is unconstitutional.

Judge Landis dismissed the bill and it will be presented to the U. S. Supreme Court this week, with the request that the injunction be made permanent, or until the constitutionality of the Act shall be decided by the Court.

The bill recites that: "Your orators are advised by their counsel and charge that said Future Trading Act violates the Constitution of the United States in the following, as well as in other, respects:

"(1) It seeks to deprive your orators and other members of said Board of their property without due process of law contrary to the 5th amendment of said Constitution, in that the compulsory admission to membership on said Board of representatives of co-operative associations of producers as required in clause (E) of Section 5 will impair the value of all memberships in said Board.

"(2) It violates Section VIII of Article 1, and the 10th Amendment of said Constitution, in that it attempts to regulate commerce, which is not commerce with foreign governments or among several states or with the Indian tribes, but is commerce wholly between persons contracting within the State of Illinois respecting the purchase or sale of grain which forms a part of the common property of that state—in that, in other words, it seeks to regulate commerce which is not interstate but purely intrastate in character.

"(3) It violates the 10th amendment to the said Constitution in that it interferes with the right of the State of Illinois to provide for and regulate the maintenance of a grain exchange within its borders upon which is conducted the making of contracts which are merely intrastate transactions.

"(4) It violates the 5th amendment to the Constitution in that it gives to farmers' co-operative associations and their representatives the right to share in and enjoy the use of real estate owned by the Board (a private corporation) and used for the exclusive use and benefit of its members, and this without giving the Board or its members any compensation therefor.

"(5) It violates the 5th amendment to said Constitution, in that it attempts to take the private property of the Board and its members for public use without just compensation to such owners.

"(6) It violates Section 8, of Article I, and the tenth amendment of said Constitution, in that the taxes imposed by said Act are not laid either to pay the debts, or provide for the common defense or general welfare of the United States, but for the purpose only of regulating grain exchanges as respect intrastate transactions of their members and of benefiting a class (producers of grain) at the expense of another class (members of grain exchanges).

"(7) It violates the 4th amendment to said Constitution in that it authorizes unreasonable searches by the Secretary of Agriculture respecting books and papers which do not relate to any property upon which a tax is imposed, nor to any transaction within the commerce power of Congress.

"(8) It violates the 5th amendment to said Constitution in that it deprives members of said Board and of other grain exchanges of the right to contract for the purchase of grain for future delivery as fully as other owners and growers of grain and of land on which the grain is grown, and associations of such growers are permitted by the law to contract."

It is hoped and expected that the Supreme Court will take action on the bill before the Act goes into effect.

THE Indian Government has announced that the existing prohibition against exports of wheat will be continued until next March and possibly longer. Millers will be allowed to re-export 50 per cent of the fine flour produced from import

wheat. India has already bought 1,500,000 bushels from Australia, and 205,000 bushels from America, shipped last week from Baltimore.

## WHEN TO CUT WHEAT

In our Spring wheat territory and in Canada the period of time intervening between the time when the wheat may be cut and the time when it must be cut is rather short, not exceeding 10 days, and often less than that. According to P. Russell Cowan, the Canadian cerealist, the general practice of cutting grain on the immature side is followed in western Canada, while farther east the grain is allowed to stand until ripe or nearly so. The reason for this difference is found in the need in the West to avoid rust and frost.

Wheat, Mr. Cowan proceeds, may be cut when more immature than other crops. Wheat cut when the kernels are in the late milk to soft dough stage and the straw still tinged with green will mature in the shock to a certain extent. This may be taken advantage of when frost or a rust epidemic is feared, but it is not advisable under average conditions, to cut as early as this. Under western conditions, it is usually advisable to cut when the grain is in the soft to medium dough stage, but for the East the crop may be left until the kernels are almost hard, the hard dough to hard stage. In both cases, the field will be yellow in general appearance, although color of straw is not an infallible criterion as to when a crop should be cut and should not be so regarded.

## WHEAT IN MISSOURI.

Missouri is one of the largest wheat producers and is reckoned Soft wheat territory. But some Spring wheat is grown in the state every year, although the usual season in the state is unfavorable to Spring and favorable to Winter wheat. The yields of Spring wheat do not at all compare with those of Winter wheat for that reason, though they are much better in the northern part of the state than further south.

Hard Winter wheat is grown to a considerable extent in northern Missouri, on account of some advantages connected with its growth. But a recent bulletin of the Missouri Agricultural Experiment Station says that under typical conditions Hard wheat does not produce grain of superior quality in Missouri. The proportion of soft grains or "yellowberry" increases rapidly and the protein content decreases to almost the same level as that of Soft Red wheat. In some seasons, in fact, the Hard wheat varieties produce grain which contains less protein than the typical Soft wheat varieties.

For example, in a variety test at Columbia in 1920, the crude protein content of three typical Hard varieties, Turkey, Kharkov and Kanred, was 12.94, 11.30 and 11.30 respectively, while the crude protein of three typical Soft wheat varieties, Mediterranean, Fulcaster and Poole, was 14.90, 14.35 and 14.79 respectively.

During the crop year 1920-1921, Soft Red wheat has sold at a premium over Missouri Hard Winter, for the reasons stated above and for the additional reason that most of the Hard wheat produced in the state is mixed with Soft wheat and so is graded and marketed as mixed wheat. The principal reason for growing the Hard wheat is that after a severe winter it gives higher yields than Soft wheat.

The agricultural authorities of the state regard Soft wheat as best for the whole state. For almost a dozen years tests of a couple of hundred different varieties of wheat have been made to determine which varieties are best suited to the conditions of climate and soil. Without giving all the comparative figures, the varieties of Soft Red Winter wheat that have shown the best results, are, for northern Missouri, Poole and Dietz; for central Missouri, Michigan Wonder and Fulcaster; and for southern Missouri, Fulcaster.

## CROPS OF ENGLAND, WALES AND IRELAND

The Government report for the production and average yield of wheat, barley, and oats for 1921 in England and Wales is given as follows in a cablegram from London to the United States Department of Agriculture, (the figures for 1920 are in parenthesis): Wheat 69,784,000 bushels (53,352,000), yield per acre 35.3 bushels (28.5); barley 42,472,000 bushels (50,680,000), yield per acre 29.6 (31.0); oats 80,176,000 bushels (85,968,000), yield per acre 37.3 (37.9).

The preliminary Government report for Ireland's crops and live stock for 1921 (figures for 1920 in parenthesis): Wheat acreage 43,000 (50,000); oats 1,254,000 (1,332,000); barley 175,000 (207,000); rye 5,000 (6,000); potatoes 568,000 (584,000); flax 40,000 (127,000); hay 2,370,000 (2,518,000). Number of animals on farms in 1921, with 1920 figures in parenthesis: Cattle 5,197,000 (5,022,000); sheep 3,708,000 (3,586,000); pigs 977,000 (982,000); horses 555,000 (624,000).

A MAXIMUM rate of 2½ cents per bushel for receiving, elevating, insuring and storing 15 days, wheat, barley, and rye, has been approved by Chester C. Davis, Commissioner of Agriculture of Montana. The former maximum was 4 cents per bushel.

# TRADE NOTES

C. J. Rehnquist was recently appointed director of advertising for the Webster Manufacturing Company of Chicago, Ill., succeeding W. F. Leggett who has opened an agency on his own account with offices in Room 1562 Monadnock Building, Chicago, Ill.

Patent on an automobile scale for grain and coal No. 1,386,790 has been assigned to the Reliance Division of the Stearns Motor Manufacturing Company of Ludington, Mich., by A. T. and Alexander McLeod of Chicago. Angus McLeod, the inventor of the Reliance Automatic Scale is chief advisory engineer of the company and A. T. McLeod is also connected with the company as engineer.

L. A. Stinson Company, engineers and general contractors with offices at 129 South La Salle Street, Chicago, Ill., has incorporated to succeed L. A. Stinson. The business was established about four years ago by L. A. Stinson, well known engineer, who was associated for many years with John S. Metcalf Company and later with the Macdonald Engineering Company. Capital stock is \$40,000.

With Mr. Stinson in the new company is H. E. Godfrey, civil engineer, who has been associated with the business since its organization.

F. H. Morley who represented the Invincible Grain Cleaner Company of Silver Creek, N. Y., in central territory a few years ago and who has been since that time in charge of the mechanical details of the cereal division of the Armour Grain Company of Chicago, has again gone with the Invincible firm and will represent them as formerly with offices in Room 619 Webster Building, Chicago.

We are in receipt of word from the N. P. Bowsher Company, South Bend, Ind., makers of feed grinding mills, announcing a reduction in price on their line, taking effect October 15. The reductions run all the way from 18 per cent to 32 per cent on the different types of mills. The Bowsher Mill is noted for its excellent construction and long life. They write us that many owners have mills in regular use today that have been in active service during 20 years. Machinery of that class is a safe investment.



## "JIM DUNN"

BY HOOZUS

Jim Dunn, who runs the elevator at Sperry Sid-ing, says: "I was t' town t'other day, an' I was a'sittin in th' Smoke House a'tryin' t' smoke a cigar that a flour salesman give me, when in come Rad Benner, from Billtown, t' gct a package o' scrap. While he was a'stuffin' th' half o' it in his mouth he says t' me, he says: 'Jim, th' co-operative over t' our place is went up th' spout.'

"'Ya don't mean it!' says I.

"'Well, I sure do,' says Rad, a'startin' t' open th door. 'Been a'lookin' fer this fer some time,' he says. 'Why, they're goin' up all around us, Jim! Ya know that,' he says.

"'Well, I reckon I do Rad,' I says. 'They're poppin' pretty reg'lar,' i says 'But while we're on this subject, here's somepin I'd like t' have ya tell me: Whatta they goin' t' do with all these here new elevators these farmers is built in th' last coupla years?' I says.

"Rad, he studied fer 'bout half a minnit, an' then he says—real mad like—he says: 'My Gawd, man! who d'ya think I am? Solomon?' An' then he slammed out."

### LITTLE TIPS FROM "JIM DUNN"

Keep your scales in good condishon. Better have a gun pointed at ya than th' finger o' suspi-shon.

When a car grades off, don't be a'strainin' your eyes a'lookin' t' see what's wrong on t' other end. Take a little look around your own plant first. It'll be easier, an' ya can see more.

Don't try t' cinch a customer by givin' him more than's comin' t' him. Ya'll only have th' same job t' do over th' next time.

Some dealers seem t' sell at th' top, an' others manage t' strike a happy medium; while there's still others that th' sheriff sells out at th' very bottom. Don't wait fer th' sheriff.

Th' war learnt us a new word—"camouflage." Keep your elevator painted. It takes a good front t' win in th' grain business.

Use your oil can often. A hot box might put ya out in th' cold.

Some dealers keep accounts; but a good biz-ness man collects 'em.

Never get out on one end of a spread. It'll al-lus be th' wrong end.

Watch th' grain in your bins. A look in time saves many a dime.

Allus fill a kontrak no matter where th' mar-ket goes; but make th' other feller do th' same.

## REDUCTION IN RATES ON GRAIN

The decision of the Interstate Commerce Com-mission announced in the press on October 22 cover-ing reductions in rates on grain, grain products and hay, affects rates which were on August 26, 1920, under the decision of the Commission in Ex Parte 74, given increases to Chicago of 35 per cent from points in the Western group and 33 1-3 per cent from points in the Mountain-Pacific group.

The Western group embraces points west of the Mississippi River (except Montana and west, Wy-oming and west, and west of Colorado Common Points). It includes also points in Wisconsin north of the line of the C. M. & St. P. Ry. Milwaukee to Madison, north of the line of the C. & N. W. Ry. Madison to Dodgeville, and west of the line of the Illinois Central R. R. Dodgeville to the Illinois State line.

The Mountain-Pacific group embraces Montana and west, Wyoming and west, and west of Colorado Common Points.

Illinois and the extreme southern portion of Wis-consin are not included in the Western group.

Under the decision of the Commission the car-riers are expected to make effective not later than November 20, 1921, reductions to Chicago in rates on wheat and hay amounting to one-half of the in-creases which became effective on August 26, 1920, which increases were 35 per cent from the Western group and 33 1/4 per cent from the Mountain-Pacific group.

The rates on corn, rye, oats and barley will be

substantially 90 per cent of the reduced rates on wheat.

The rates on the products of grain and hay will be made by continuing the present relationships.

As to Illinois, the Commission in its decision states that it may be desirable for the carriers to make some reductions in rates east of the Western group, particularly in Illinois.

## FARMERS COMPANY HAS FINE EQUIPMENT

The plant of the Farmers Elevator Company at Pleasant Plains, Ill., burned to the ground in 1919. That year was prosperous and prospects looked good for some time to come, so plans were immediately made to rebuild the house on a larger scale and a modern plan. Holbrook, Warren & Andrews planned the house and it was constructed by L. N. Cope & Son of Decatur, Ill., and completed late in 1919.

The elevator is of concrete construction with a capacity of 40,000 bushels divided among eight



PLANT OF THE FARMERS ELEVATOR COMPANY, PLEASANT PLAINS, ILL.

bins in the body of the house and a special ship-ping bin in the cupola which holds a full car of grain. In its arrangement and equipment the house is designed not merely to transfer grain from wagon to car, but to give real service and to attain the utmost speed in handling. There are two large dumps, each holding 1,200 bushels, one for ear corn and the other for small grain. The ear corn leg has a capacity of 1,500 bushels per hour and the small grain leg of 2,500 bushels. The grain from each goes to the automatic scales and the corn is then shelled on a 1,500-bushel Western Sheller, the grain going to bin and the cobs to the cob burner, which is shown in the illustration beyond the driveway. A 2,000-bushel combined ear corn and small grain cleaner and Randolph Drier put grain in proper condition for storage or ship-ment. The machinery is all of Union Iron Works make, and has been selected to the end that every patron of the elevator shall have his grain receive the attention it requires in the shortest possible time.

The company has been highly successful from its inception and the future looks no less bright, for

Sangamon County is one of the great agricultural counties of the state and country, and will prob-ably always remain so.

## CECIL M. BARBEAU DIES

The many friends of Malcolm L. Barbeau, treas-urer of the S. Howes Company, Silver Creek, N. Y., will sympathize with him in the great loss he suf-fered on October 8, when his older son, Cecil Mal-colm Barbeau, died at the family residence in Sil-ver Creek, as a result of being gassed in the Ypres-Lys front in the great war.

Cecil Barbeau was born in England 24 years ago, but came to this country with his parents when he was 18 months old. He was studying engineering when war was declared, and enlisted in the ma-chine gun company of the 74th, later the 108th Reg-iment of the New York Division, which saw much hard service when on duty with the A. E. F. in France and Belgium.

On his return from the front he was sent to Camp Upton, then to Otisville, and finally to the

United States Hospital at Denver for treatment. He then tried Albuquerque, N. M., but the gas had done its work too well, and on September 1, Cecil returned home. He is survived by his parents and one brother, Louis Barbeau, to all of whom we extend our sincere sympathy in their private trag-edy, the aftermath of the world's sacrifice to the god Mars.

## A TRAP FOR RUST SPORES

Two men connected with the University of Minne-sota have perfected a device for detecting stem rust spores in the air above the wheat fields be-fore the organisms settle upon the plants. The in-vention is operated from an airplane. It consists of three one-inch microscopic slides set in revolving cylinders, one slide to a cylinder. Each may be operated from the cockpit of an air craft. The slides are smeared with a sticky substance, to which the spores will adhere, providing the basis for a record, the inventors say. It is believed that this apparatus for detecting the presence of spores in the air will be a step towards controlling the evil.



## NEWS LETTERS

## KANSAS CITY

B. S. BROWN - CORRESPONDENT

**P**ROPOSED railroad tariffs providing for a freight rate of 43 cents a hundredweight on flour from Minneapolis to New York and 40 cents on coarse grains have been suspended by the Interstate Commerce Commission and an investigation ordered. Hearings will be held December 12, probably in Washington. The protests were made by Missouri River interests, including the Kansas City Board of Trade.

Executives of western railroads are seriously considering measures in resistance of the recent decision of the Interstate Commerce Commission in the Western Grain Rate case, when it recommended that grain rates in western territory be reduced by one half the increase of August 26, 1920, according to advices reaching the Board of Trade transportation office. No definite action has yet been taken, nor has the course of action been indicated in event the carriers decide against reducing rates. The reason given for the opposition of the carriers is that the announced policy of the Railway Labor Board is not to allow any further cuts in wages before next summer and therefore there is no such prospect of a reduction in operating expenses to offset the reduction in rates.

Kansas City received 5,330 cars of wheat in October, 3,552 less than in the preceding month, but 391 more than a year ago and 1,018 more than the 10-year October average. Corn receipts were substantially above the average and oats below.

Holiday spirit prevailed in the Board of Trade the first three days in November, due to the annual convention of the American Legion. The hall was decorated with the flags of the five allied nations and scores of visitors thronged the building. The Board adjourned one day to allow members and employees to participate in a parade, headed by Pershing, Foch, Beatty, Diaz and Jacques. The adjournment came at the same time that prices dropped nearly six cents in Chicago and was followed by a wild and excited opening the next morning.

The Board of Trade Finance Committee has fixed the rate of interest to be charged on advance at 7 per cent for the current month.

A balcony in the southwest corner of the exchange room has just been completed at a cost of about \$2,000. It will hold about 200 spectators. It is reached by a flight of steps and was installed to allow more space on the main floor. The Western Union stood most of the expense as they were allowed to enlarge their quarters.

Frank L. Carey, formerly of Hallett & Carey, Minneapolis, is an applicant for membership in the Kansas City Board of Trade on transfer from F. L. Warrick of the Thresher Grain Company. He will be president of the recently reorganized Nye-Schneider-Jenks Company, with headquarters in Chicago. Mr. Warrick, who had owned four different memberships in the Kansas City Exchange, will continue with the Thresher Grain Company. Mr. Carey is a brother-in-law of Julius Barnes.

The season's first car of new corn was received at Kansas City October 25 by the Vanderslice, Linds Company from Holton, Kan. It graded No. 1 Yellow and sold on the same basis as old corn, 42 cents.

Charles W. Lonsdale and E. R. Morrison, the latter an attorney for the Board of Trade, were in Chicago recently to attend the meeting of grain exchange representatives at which changes in rules and regulations to conform with the Capper-Tincher Law were discussed.

When a railroad strike seemed probable, railroads and elevators at Kansas City made efforts to relieve congestion here in order to be prepared for the worst. Cars on track were reduced from 1,800 to about 900

in a little less than a week. Some elevators are still working under various restriction due to the large stocks of wheat in store.

"Kaffir and Milo Maize will move in November," said a recent letter from B. E. Clement to Henry Lichtig. "Quality promises to be good, but of course weather conditions will determine. I think farmers will sell at any price. Why shouldn't they? They are all broke and why should they care about anything?"

A threshing outfit near Home, Kan., has been burning corn for several weeks, according to Fred Ferguson, who made a trip in that territory recently. The high price of coal was given as the reason.

S. Shinowara, representing Suzuki & Co., Kobe, Japan, was a visitor at the Kansas City Board of Trade recently. Recent pessimistic reports of crop prospects in Japan and Manchuria have not been exaggerated, he said. He is said to have bought large amounts of low grade wheat in this country and Canada recently.

The situation at Galveston has been viewed in a most discouraging light for several weeks and exporters in close touch with the situation there say there is no indication when the congestion will be relieved and the embargo lifted. Elevators at Galveston are full, railroad yards are congested and liberal amounts are enroute, the total at one time being estimated at about 10,000,000 bushels, probably three-fourths of which has not been sold. There are plenty of boats there, but no buyers for the liberal offerings.

The congestion had its beginning early in the crop year when foreigners were taking wheat on a broad scale. Southwestern dealers, large and small, began consigning wheat to the Gulf in liberal quantities. Export demand, however, dropped off abruptly and the Gulf ports were soon glutted with grain for which there was no outlet.

Prices there have declined steadily until at one time wheat was selling at Galveston and New Orleans at 15 cents under the cost of replacing from Kansas City. Ordinarily Galveston is 18 to 19 cents over Kansas City. The congestion is being relieved slowly as exporters have been utterly indifferent despite the attractive prices, the lowest in more than six years. A little of the wheat has been shipped to Mexico and some Red wheat has been sent back to the country, but the quantities were not large. Some grain men think that foreigners will not resume buying until after lake navigation is closed and they cannot get Canadian wheat.

Visitors to the Kansas City Board of Trade from western Kansas have generally brought a pessimistic account of the new sown wheat crop. There has been practically no rain since plowing was finished and the crop has made a poor start. Much planting has been delayed. Conditions show improvement from the central counties eastward, where moisture has been more plentiful. Considerable insect damage is also reported in western Kansas, but the extent is not known yet.

Albert S. Haines, one of the organizers and the first secretary of the Kansas City Board of Trade, died recently at his home in this city, after an illness of several months. He erected the first building used for storing grain in Kansas City. Previous to that grain was brought from wagons here and then shipped in sacks to St. Louis.

Prize winners in the annual handicap golf tournament of the Kansas City Board of Trade, held Columbus Day at the Hillcrest Country Club, in the order named, were: Roscoe Kelley, Harry Gamage, Robert Smith, C. K. Davis. Special prizes for finishing thirteenth, twenty-third, thirty-third and forty-third, respectively, were won by W. B. Lathrop, T. J. Brodnax, Boone Gregg and Allen Logan. In the blind hole match E. O. Bragg was first, William Dilts second and Chester Week third. Prizes were merchandise coupons.

Prices paid for wheat at the smaller country points in the Southwest were substantially above the Kansas City basis for several weeks, due to active competition from mills for the better grades of grain. Salina, Wichita and Hutchinson were paying almost the Kansas City market for awhile, and the smaller

Kansas stations were several cents above the normal basis. When mills eased bidding for the scant arrivals the premiums were soon lost. Wagon loads of wheat have recently been selling around 90 cents a bushel at most Kansas stations.

E. D. Bigelow, secretary of the Kansas City Board of Trade, returned recently from a three weeks' vacation in Boston.

## MINNEAPOLIS

H. A. PAUL - CORRESPONDENT

**D**IRECTORS of the Minneapolis Chamber of Commerce have selected J. H. McMillan, president, and John G. McHugh, secretary, to represent the grain exchange at a conference of grain exchange officials in Chicago, November 17, at which administration of the Capper-Tincher Law will be discussed. This statute becomes effective December 24. Directors of the Chamber of Commerce stated that the Minneapolis exchange will make application for a permit as a contract market immediately after the law becomes effective.

The elevator of the Union Terminal Elevator Company was seriously threatened by fire October 15, when a blaze discovered in one of the legs of the elevator, spread to the building causing damage estimated at \$10,000. All available fire apparatus was called and it was only with the greatest difficulty that the fire was extinguished as it was necessary to stretch hose lines over a distance of three city blocks, carrying them across railroad tracks and underneath box cars. Incoming and outgoing trains cut numerous lines before they could be stopped. Several other elevators in the vicinity were threatened along with numerous cars of grain. An investigation has been started by Fire Marshal Arthur B. Price, owing to the inaccessibility of fire hydrants. This was the second serious mill and elevator fire within the past month; Washburn-Crosby's "B" mill was partially burned October 3, with a \$10,000 loss.

George H. Daggett, former grain dealer of Minneapolis, died at the home of Luman C. Pryor at Lake Minnetonka, after he had spent eight years searching for health. He died while on a visit at the Pryor home, coming to Minneapolis from his home in California. Mr. Daggett was a member of the Loyal Legion, Sons of the American Revolution, honorary member of the Minnesota State Historical Society and a Mason. He is survived by his wife and a daughter, Dorothy, of New York, and a son, Eliot, one brother and one sister. Burial took place in Minneapolis.

Minnesota produced 131,743,000 bushels of corn this year, which is undoubtedly the largest crop of corn ever raised in the state and which ranks Minnesota high as one of the large producing corn states this year. The yield of corn is 41 bushels per acre with quality 90 per cent of normal. About 75 per cent of the crop on an average is raised for grain, while approximately 17 per cent is placed in silos. The other 8 per cent is either cut green or hogged off. The average yield of silage corn this year is placed at eight tons per acre.

Yields of buckwheat in Minnesota this year were quite spotted due to local rains. In the northwestern part of the state, the yields generally are quite good. The average yield per acre this year is 16 bushels; the production 240,000 bushels. In 1920 the yield was 20 bushels, production 300,000 bushels on same acreage for both years.

The potato crop this year is greatly improved over early estimates, due to nearly ideal weather in September and October, which gave potatoes in the northwest and western part of the state a fine chance to develop. The crop in the southern part and in the early districts was quite poor but in Red River Valley and the northern part of the state the crop was very good. The yield this year was 72 bushels; production 22,752,000 bushels. Last year the yield was 95 bushels, production 28,025,000 bushels. The quality this year was 75 per cent of normal, commercial shipments around 52 per cent of total crop.

All flax this year was harvested and though somewhat small, the crop on the average was very good.



The yield was nine bushels, production 2,565,000 bushels, quality 89 per cent. Last year the yield was 9.5 bushels, production 3,000,000, quality 92 per cent.

The yield of Clover seed is placed at 2.1 bushels per acre, which is 75 per cent of normal yield. The acreage harvested is only 82 per cent of the usual acreage. The weight per bushel of Winter wheat for the 1921 crop is 55.5 pounds, of Spring wheat 53.3 pounds, of oats, 27.5 pounds and of barley 43 pounds.

Members of the Chamber of Commerce have petitioned the Board of Directors to retire 20 memberships at \$3,000 each, which the directors have refrained from doing on the ground that the burden of taxation for the upkeep of the buildings and trading floor will fall too heavily upon the remaining members. On May 1, 1920, memberships in the Minneapolis Chamber of Commerce sold for \$9,000. On May 1, 1921, memberships were selling at \$4,000, while at the present time they are being offered at considerably less.

C. D. Lougee, one of the early associates of J. G. Croswell in the milling business in Minneapolis and a pioneer resident of the state, died recently at his home. Mr. Lougee was 89 years old and was born in Barnstead, N. H., coming to Minnesota in 1862. He was associated in the lumber business with John S. Pillsbury. Surviving Mr. Lougee are his wife and three daughters. Private funeral services were conducted from the residence.

Organizers for the United States Grain Growers, Inc., have started work in Minnesota with offices established at 504 Commerce Building, St. Paul. J. S. Jones is organization manager. About 15 organizers will be put in the field in this state, solicitors seeking to sign up farmers for the five-year pool plan, as evolved by the Committee of Seventeen last winter.

Frank T. Heffelfinger, president of F. H. Peavey & Co., and the Monarch Elevator Company, was elected president of the Minneapolis Civic & Commerce Association at the recent meeting of the Board of Directors of the Association. He will succeed E. J. Fairfield of Lindsay Bros. Company. Dr. C. A. Prosser, director of William Dunwoody Industrial Institute, was elected vice-president to succeed Fred L. Gray.

## PHILADELPHIA

T. A. SIEBER - CORRESPONDENT

ACCORDING to the monthly report of the statistician of the Commercial Exchange, the stock of grain in public warehouses in Philadelphia on November 1 was: 2,489,946 bushels wheat, 25,358 bushels corn and 227,358 bushels oats compared with 2,219,059 bushels wheat, 413,183 bushels corn and 224,712 bushels oats on October 1 and 1,276,337 bushels wheat, 73,291 bushels corn and 250,854 bushels oats on November 1, 1920. Receipts of grain at Philadelphia during the month of October were: 4,099,734 bushels wheat, 324,601 bushels corn, 243,507 bushels oats and 261,957 bushels rye. Exports from this port during the month of October were: 3,072,265 bushels wheat, 410,959 bushels corn and 249,828 bushels rye.

New memberships in the Commercial Exchange have been petitioned for during the past month by Magee Steer Company, U. H. Hambright and John L. Turnbull.

The Hanover Milling Company is planning to rebuild its flour mill and elevator which was recently destroyed by fire, with a loss of about \$100,000, including machinery. D. W. Dietrich, with offices in the Philadelphia Bourse, is head of the company.

Fire of undetermined origin destroyed the grain warehouse of Frank Ernst at Niskey, Pa., October 17, causing a loss of from \$15,000 to \$20,000; 165 bushels of bagged wheat, 150 bushels of oats and 20 ton of hay were consumed in the flames.

The following Philadelphia firms have been elected to membership in the United States Feed Distributors Association, a national organization with headquarters in Minneapolis, Minn.: Richardson Bros., William P. Brazer & Sons, Quaker City Flour Mills Company, Donald McKay, Harry M. Edenborn, Samuel L. McKnight and Monroe A. Smith.

At a recent meeting of the Board of Directors of the Commercial Exchange, President C. Herbert Bell appointed Emanuel H. Price, Levi G. West and Winfield S. Woodward as delegates to the Fourteenth Annual Convention of the Atlantic Deeper Waterways Association to be held in Savannah, Ga., November 15 to 18. Mr. Bell, as well as Emil P. Albrecht, president of the Philadelphia Bourse, were appointed by

Mayor J. Hampton Moore to represent the City of Philadelphia at the convention. The Maritime Exchange will be represented by John W. Liberton, John H. Baizley, William E. Bernard, Nathan Hayward, J. S. W. Holton and James T. Kernan.

Albert J. Dando, elevator agent of the Pennsylvania Railroad, with offices in the Bourse, has been confined to his home for about two months with typhoid fever.

S. A. C. Company, Nutley, N. J., has been granted a charter under the laws of New Jersey to deal in mill supplies with a capital of \$125,000.

Edward F. McMulling, aged 72 years, proprietor of the Mount Hope Grain Company's mill located at Marietta, Pa., died early last month.

Waldo O. Fehling of the Commercial Exchange of Philadelphia and representing the United States Feed Distributors Association attended a conference, at Washington, D. C., last week, of Feed Control Officials regarding grade standards for feedingstuffs.

Norwood P. Holland has been appointed manager of the firm of the E. L. Rogers & Co., Philadelphia, grain and feed merchants. Mr. Holland was formerly manager of the hay department of the firm, has been a member of the Hay and Straw Committee of the Commercial Exchange for about 10 years and Chairman of the Committee for the last three years. He has been a member of the Exchange since 1901.

S. F. Scattergood & Co., grain and feed merchants have moved their offices to 401 Bourse Building.

J. B. Pultz & Co., grain merchants and Philadelphia representative of the Armour Grain Company, have moved their offices to larger and commodious quarters in the Bourse Building and will occupy Room 456.

John O. Foering, retired grain inspector of the Commercial Exchange, and wife celebrated their Golden Wedding anniversary October 31. Mr. Foering, better known as "Cap," was a grain inspector for the Exchange for 54 years, having served as Chief of the Grain Inspection Department for the 32 years preceding his retirement about 10 years ago. Previous to entering service with the Exchange he was manager of the Pennsylvania Railroad Elevator at Washington Avenue wharf. His wife, before her marriage was Annie P. Lippincott, daughter of George L. Lippincott, master builder of this city, who was in the firm of Lippincott & Hanes, builder of the Chestnut Street Bridge over the Schuylkill River and many other enterprises in Philadelphia.

An effort has been made to have the Federal Government abandon the quarantine against the corn borer which has appeared in Northwestern Pennsylvania, by Director James G. Sanders of the State Bureau of Plant Industry. After hearing the appeal, at a meeting in Washington, agricultural experts warned that serious danger existed, that the pest so far confined to eastern states might work its way into the great corn-growing belt of the Middle West, and that the unusual hot weather of the last summer had greatly multiplied the insect. Chairman Marlatt, of the Horticultural Board, pointed out that infection had been detected in northern Ohio, outside of the quarantine zone, and outlined the proposal before the Board for the extension of the quarantine westward to a line including Indiana. He said there was a question whether the effectiveness of the quarantine could be made sufficient to qualify the extent of enforcement and interference with commerce.

The Trunk Line Association has docketed the carrier's proposal to amend At-and-East tariffs applying on grain from Lake Erie ports to be delivered to export grain elevators in Philadelphia and other seaboard ports by cancellation of the following rules: "The carriers, named as initial lines in this tariff, will only be responsible for quantity of wheat, corn, rye barley or oats, (received for transportation under this tariff) and delivered to elevators located at the railroad terminals at the seaboard, when the shortage is in excess of one-eighth of one per cent of the contract lot. When in excess of one-eighth of one per cent, the carriers will only assume the shortage over and above one-eighth of one per cent of the contract lot, unless shortage is occasioned by accident or defective cars. The above applies on grain in merchantable condition. When not in merchantable condition, the carriers will not be responsible for any shortage unless occasioned by accident or defective cars." The reason for this proposal is to eliminate conflict with rules to be published based on Interstate Commerce Commission supplemental report 9009, "Claim for loss and damage of grain."

The number of cars unloaded at the Girard Point Elevator during the month of October was: 589 wheat, 87 corn and 136 rye; at Port Richmond Elevator: 2186 wheat, 64 corn and 1 rye; at Twentieth Street Elevator, 21 corn, 69 oats, 2 rye, 1 Kaffir-corn, 2 peas and 1 buckwheat.

## NEW YORK

C. K. TRAFTON - CORRESPONDENT

B. SELDOMRIDGE of Colorado Springs, Colo., who is interested in several grain elevators west of the Mississippi River, was in New York for several days late in October and visited several friends on the Produce Exchange. Mr. Seldomridge has had long experience in the trade and his opinion is considered valuable. In his judgment prices for grain seem to be close to bed-rock. Farmers in his territory have as a rule marketed a decidedly large percentage of their surplus, and consequently he looks for lighter receipts hereafter. Farmers were inclined to sell corn slowly as the price was unsatisfactory, they having been receiving only 20 to 25 cents per bushel for shelled corn at country stations or roughly \$8 per ton, whereas coal at the same stations was quoted at \$15. Consequently many farmers were inclined to burn coal rather than haul the corn to the station and the coal back, although of course, one ton of coal produced more heat than two of corn. Still, for a quick fire or temporary heat when the weather was not excessively cold corn was considered highly useful.

Members of the New York Produce Exchange were keenly pained early this month to learn that John P. Truesdale, one of the oldest and most esteemed members, had been struck by an automobile mail truck at Broadway and Seventy-third Street, sustaining injuries which were described as serious by surgeons at Roosevelt Hospital. Mr. Truesdale, in spite of his 75 years, was still actively engaged in the importing and exporting business and took part in the business affairs of the Exchange. At the time of the accident he was trying to shield himself from the rain with an umbrella and did not hear the warning shouts of passersby. Before the machine could be brought to a stop it had struck Mr. Truesdale, knocking him to the pavement. His son, Dr. Edward D. Truesdale, stated that his father's injuries consisted of cuts over the eyes and concussion of the brain. He believed that his father would recover. At one time years ago Mr. Truesdale was active on the Chicago Board of Trade as a member of the firm of Tefft, Truesdale & Field.

George Stebbins, who was for many years an active member of the N. Y. Produce Exchange, originally with the old house of David Dows & Co., and subsequently with George B. Cooksey & Co., received a cordial greeting recently from his old friends on the Exchange. During the past six years he has been residing in Colorado Springs, Colo., because of his wife's health. Mrs. Stebbins accompanied him east as her health was greatly improved.

Members of the Produce Exchange, and particularly those in the flour and grain trades, were greatly shocked early this month to hear of the sudden death of Henry L. Little, aged 64 years. Until recently Mr. Little had always been a prominent figure in the trade, but especially when he was managing director of the old Pillsbury Flour Mills Company. After leaving that office he came to this city and became active in the flour trade. About two years ago he gave up business here and has since been located in Minneapolis.

H. H. Lohdell of the firm of Lamson Bros. & Co., commission merchants on the Chicago Board of Trade, was a visitor on the New York Produce Exchange late in October, and received a decidedly hearty welcome from his many old friends who were eager to congratulate him upon his recovery from the dangerous operation which had confined him for about three months in a San Francisco hospital.

B. V. (Ben) McKinney, for several years associated with the firm of Bolle, Watson Company, importers and exporters, severed that connection recently and has gone into the grain brokerage business on his own account.

The following applicants have been elected to membership in the New York Produce Exchange: Wm. T. Burke, of Ernest Brewer & Co., Inc., flour; Bernhard Christoffers, flour dealer; George Dudman, of Dudman & Co., flour and cereals; Arthur M. Keniston, of Broenniman & Co., Inc., flour and grain; Donald F. McCord, of Henry D. McCord & Son, grain; W. W. Moore, of the W. S. Moore Grain Company; Frank Wallace, of Wilfred Wallace & Co., flour; John G. Edgerton, of the American Malt & Grain Company; A. J. Gardner, of W. J. Gardner, flour; Albert R. Taylor, of Taylor & Bournique, grain.

John R. Mauff, secretary of the Chicago Board of Trade, was in New York for a few days late in October and received a cordial welcome from his



numerous friends on the Produce Exchange. Mr. Mauff expressed the opinion that, speaking in a broad sense, business or economic affairs could not be expected to get back to a normal or healthy condition unless the whole civilized world worked in harmony.

Wm. O. Kennedy, who has succeeded P. W. Cashman as manager of the local office of Thomson & McKinnon, commission merchants on the Chicago Board of Trade, is an applicant for membership in the Produce Exchange. Applications for membership in the Exchange have also been received from W. N. A. Kroller of Wm. H. Muller & Co., Inc., importers and exporters, and from Joseph A. Rasmussen of Rasmussen & Co., stocks and grain.

Wm. C. Mott has notified the officers of the New York Produce Exchange that he has resigned as vice-president of the Transatlantic Brokerage & Export Company, and will no longer represent that concern in any way.

## TOLEDO

C. O. BARNHOUSE - CORRESPONDENT

RECEIPTS of grain in this market are showing some increase during the last few days. Good grades of wheat are being picked up by the mills, but the demand for coarse grains is not very strong. The demand for flour is becoming lighter, and as the mills catch up on old orders, they are reducing operations. There is a good demand for millfeed and the total production of the mills is readily disposed of. Several good sized cargoes of Canadian and Northwestern Spring wheat have arrived here recently, the total being about 1,000,000 bushels. Part of this wheat was bought by local mills and part was shipped in by cash grain men for winter storage, to be distributed as required for consumption.

E. Lowitz & Co., of Chicago, took over the private wire formerly operated by Simons, Day & Co., and installed B. C. Hoffner as manager. John Barrett took out a membership on the Toledo Produce Exchange for the firm. S. J. Cornell was here to look after the preliminaries.

R. S. Burge, of the S. W. Flower Company, and John Luscombe, of Southworth & Co., attended the annual conclave of Knights Templar at Cleveland.

A. E. Reynolds, chairman of the Legislative Committee of the Grain Dealers National Association, called at the national headquarters recently and spent a few hours on the exchange.

Carl Bryant, who has been with The Raymond P. Lipe Company during the last 12 months, resigned November 1 to take service with W. H. Morehouse & Co. Previous to taking service with The Lipe Company, Mr. Bryant was employed for five years in the office of Secretary Gassaway of the Toledo Produce Exchange.

W. P. Tanner, of the W. P. Tanner-Gross Company, Inc., of New York, paid the milling fraternity a visit not long ago.

W. W. Cummings, of J. F. Zahm & Co., and J. L. Doering, of Southworth & Co., attended the fall convention of The Ohio Grain Dealers Association at Columbus on October 28.

R. I. Mansfield, Alex. Moore and J. E. Delaney of Chicago called on friends on the exchange recently.

Ezekiel Browne, president of The Morral Lumber & Elevator Company, of Morral, Ohio, visited the exchange not long ago. Mr. Browne was serving on the Federal jury here.

Fred Jaeger and Kent Keilholtz spent a few days in Chicago on business recently.

Chas. Rife, of Rife & Norris, of Circleville, Ohio, called on J. F. Zahm & Co., one day last week.

George Rudd, of The National Milling Company, is at his desk again after being confined at home by illness for about a week.

Henry Hirseh, prominent Toledo seed merchant, returned November 1 from Germany, where he spent the summer among relatives and friends. He also combined business with pleasure by looking after the seed business while there. He says a cursory acquaintance with the people there would indicate that they had not suffered much from the late war, but heart to heart talks with the people revealed the fact that they had suffered much, and were giving much con-

cern to the burden of the reparations payments that the war had entailed upon them. Labor there is generally employed, but their wages are paid in almost worthless marks, and it requires many hours labor to purchase anything worth while.

Arthur W. Bunce, who has been cashier of The Padlock-Hodge Company, for many years, resigned November 8 to become secretary and manager of the Toledo Savings Association in place of A. L. Spring who died recently. Mr. Bunce has been connected with the savings association for many years, and for the past 10 years has been its president, but now relinquishes that post for more active duties. Walter W. Hoskins succeeds him as president and Fred Wilkinson takes his post as cashier with The Padlock-Hodge Company.

J. A. Smith, of The S. W. Flower Company, left Saturday for a few months' vacation in Florida. Mrs. Smith will accompany him.

N. J. Leake, of Bemis Bro. Bag Company of Indianapolis, spent several days calling on the trade here recently.

Jack Ryan, of the Schisler Seed Company, St. Louis, Wm. Jossman of the Caughey-Jossman Company, Detroit, and E. R. Riethiller of S. M. Isbell & Co., of Jackson, Mich., called on the seed trade here not long ago.

J. L. Cruikshank, of Leipsic, Ohio, J. L. Dueatt, of Bowling Green, Ohio, E. H. Baker, of Whiteville, Ohio, C. R. Hiegel, of Leipsic, Ohio and Emery Spurrier, of Marysville, Ohio, were among recent visitors on the Exchange here.

Ray Wick, of The East Side Iron Elevator Company, is at the office again after being in the hospital three weeks, where he was operated upon for appendicitis.

## LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

BUSINESS with the local elevator and grain trade is a little better than it has been, while indications are said to be a little better as a whole. It appears as if a few long headed grain buyers bought wheat and oats on higher markets, sold futures and rode the market down, hedging everything they bought and playing it safe, with the result that if they have sold out their hedges, they should be able to take a little profit now if the markets continue to advance on cash grain.

Holdings of grain are better than for some time past, which would indicate that some buyers have confidence in future markets and are willing to put grain on long storage. It is generally believed that future prices in wheat are more or less of a joke, as it is not believed that conditions warrant such low markets in futures with cash grain as firm as it is. Many millers are confident of higher markets, as shown by the fact that they are buying and stocking more wheat for future needs.

F. C. Dickson, of the Kentucky Public Elevator Company, stated that October business was the best of some time, while November is even a little better. There is more grain demand and better movement to the South. Long time storage is fairly well filled up, the company having about 450,000 bushels of grain on hand, of which about 350,000 is in long time storage, consisting principally of wheat and oats.

Farmers are now hauling their corn to market and shelling is active. Movement of new corn through elevators is still light, but improving. Quality is about as fine as ever seen at this early season, and corn is grading Nos. 2 and 3, and is ready for use. Corn is so dry and good that it is claimed that there will not be as much drying or handling as usual in the elevators. Reports indicate that there is more weevil in wheat this season than for some years past.

There has been a very good stop off movement of wheat into Louisville of late, which indicates that local mills are buying against future needs, figuring on higher spring markets. Out of 46 cars of wheat that came into Louisville during a three-day period only 10 cars went out.

Edinger & Co., according to O. W. Edinger, are finding business more active locally and in nearby territory, but so far have not secured much business very far South. However, feeds are moving better, and hay prospects are improving.

Local feed quotations in cotton, carlots, show bran at \$19 a ton; mixed feed, \$22; brown middlings, \$24; gray middlings, \$25; hominy feed, \$24; 24 per cent dairy feed, \$38; scratch feed, \$35; laying mash, \$43;

buttermilk poultry mash, \$44; cracked corn, \$27. Millfeed has been improving and now that grass is gone demand is better for manufactured feeds.

Holdings of corn and oats in Louisville are fair, but not heavy, according to a recent statement of J. L. Clift, local grain broker, who stated that movement was mostly in wheat, which was stopping off here. Out of 25 cars recently received 18 stopped in Louisville.

Grain prices are firmer with a fair demand for corn and oats. Corn is quoted cash at 51@52 cents a bushel, for No. 2 grades, of old corn. Oats are quoted at around 35 cents for No. 3 White and 34 cents for No. 4 White. Rye movement is very dull, as seeding demand is over, and there is no consumptive demand here.

Hay movement from the farm is picking up, but farmers have been holding for higher prices. However, plenty of hay is coming to supply demand. Quotations, carlots, baled, cash, selling, show No. 1 Timothy at \$20; No. 2, \$19; Mixed No. 1, \$18; No. 2, \$16; Clover, No. 1, \$20; No. 2, \$17; straw, \$11 for wheat or oat; and \$13@14 for rye.

Seed demand has been good this fall, but is about over now, with prospects of slow movement and bookings for future delivery until after January 1, as jobbers are not carrying large stocks, and retailers refuse to buy ahead of demand. Red top is strong at around \$22 a hundred and expected to go to \$25 jobbing. Bluegrass is \$42.50 a hundred for 19 pound seed. Orchard grass is around \$2.65@2.75 a bushel for good seed. Timothy is stronger at \$6.25@6.50 a hundred.

Flour prices are now at the lowest level of the crop year, short patent flour being down to \$7.60 a barrel on the last reduction, this being for Soft Winter wheat flour. Long patent is \$6.10 and low grade \$4@5 a barrel, packed in 48- or 98-pound cotton sacks, cotton, carlots, selling, Louisville.

John R. Baughman, president of the Baughman Milling Company, millers and handlers of feed, grain, etc., at Stanford, Ky., suffered four broken ribs when his auto was wrecked by a train on November 5, at a grade crossing near Stanford. He was taken to a Danville, Ky., hospital for treatment.

With wheat prices up several cents over the low millers are feeling better, although cash Winter has been costing delivered at Ohio River Crossings 23@25 cents a bushel over the December quotations at Chicago. Cash wheat has been costing right around \$1.28@1.30 at Louisville.

Miss Laura Lee Wehner, woman attorney, recently represented the Rapier Sugar Feed Company, of Owensboro, Ky., in the Jefferson Circuit Court, Louisville, in a suit to recover \$106.39 for the loss of 3,838 pounds of white oats in transit between St. Louis and Owensboro in December, 1920. Unassisted by other counsel she won her case easily, the court rendering judgment against the Illinois Central Railroad, for the full amount sued for. This is the first time that a woman has won a case unassisted in the local Circuit Court.

## BUFFALO

ELMER M. HILL - CORRESPONDENT

GRAIN receipts at the port of Buffalo up to October 30 were almost 120,000,000 bushels which is quite exceptional in view of the poor grain carrying seasons of the last few years. Last year up to the first of November receipts by lake at the terminal elevators were less than 53,000,000 bushels and the figures for the corresponding period of 1919 were 79,000,000. During the early days of November shipments down the lakes to Buffalo were very heavy and Buffalo elevator interests were inclined to express the belief that receipts by lake before the close of navigation would pass the 165,000,000-bushel mark. During the first week of November receipts were 6,799,000 bushels. Fort William and Port Arthur, at the Canadian Head of the Lakes, were sending a large volume of grain forward toward the middle of the month.

Friction caused a small fire recently in the Superior Elevator on the waterfront but it was quickly extinguished before any great damage was caused to the storage grain or working parts of the structure.

The Congressional party inspecting the New York State Barge Canal facilities from Lake Erie to the sea at New York were favorably impressed with the grain elevator storage facilities at Buffalo. Members of the party were taken on a tour of the Buffalo waterfront as guests of elevator and grain interests.



They visited the Concrete-Central Elevator, the Kellogg Elevators and other terminal structures. James Stephens, an old-time elevator man of Buffalo, Edwin T. Douglas, manager of the Douglas Grain Forwarding Company and Godfrey Morgan, manager of the elevators for Spencer Kellogg & Sons were in charge of the party.

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Grain and feed dealers in this section of the state are watching with keen interest apparent lack of enthusiasm on the part of farmer members of the Grange League Federation. At the annual meeting of the Cattaraugus County organization in Salamanca, speakers emphasized the fact that interest in the co-operative organization is on the decline. It also was reported that of all the stock subscribed to by farmer members in this section of the state, not more than 40 per cent has actually been paid for. Of the 1883 members of the organization more than 1,800 failed to attend the meeting.

F. A. McClellan of Buffalo, general purchasing agent for the Grange League Federation, told of plans for the reconstruction of the burned mill and elevator in Buffalo, owned and operated by the New York State Grange League Federation Exchange for the benefit of members. He said that within 60 days the rebuilt structure will be ready for operation. Since the destruction of the co-operative elevator and mill, the Federation has been doing business through the courtesy of other plants but he pointed out that this method of doing business has been a hinderance to the organization.

The farmers were told that the plan of the organization is on trial and that grain and elevator men are watching with keen interest the progress of the organization. He said that continued lack of interest by farmer members will spell failure for the venture. He urged the stockholders to co-operate in the movement as the greater the volume of business, the smaller will be the price of products to the members.

\* \* \*

One man is under arrest charged with being a member of a band of three armed handits who held up and robbed Eugene Bariot and Charles Auerback, messengers for the Concrete-Central Grain Elevator on the waterfront of a payroll amounting to \$1,683. The messengers were on their way from the bank to the elevator at the time of the robbery.

\* \* \*

There will be a big fleet of lake vessels tied up at the outer breakwater and at berths in the inner harbor this winter holding winter storage cargoes of grain. The first of the winter fleet arrived early in November. There is a big demand for boats to hold storage cargoes at 3½ and 4 cents. Considerable tonnage is under charter for November loading at the head of Lake Superior. Some figuring is being done for boats to load grain at Duluth, Superior, Fort William and Port Arthur next month, but it is declared shippers will have to bid up to get tonnage for that loading period. It is anticipated that record amounts of grain will be held this year in vessel storage at Buffalo.

\* \* \*

Grain stocks afloat in Buffalo harbor will hereafter be included in the United States visible supply report, according to an announcement received by the Buffalo Corn Exchange. While this amount will have little effect upon the figures reaching into the hundreds of millions, local grain men say that the amount afloat in Buffalo always should have been included in the regular Government report on the visible grain supply.

\* \* \*

The American Grain & Feed Corporation in the Chamber of Commerce is still undecided about the site for its proposed 250,000-bushel grain elevator which it proposes to build in the Buffalo harbor. The company previously had planned to build the structure on a 3½-acre site on the South Buffalo Railway but now it is reported that a site is under consideration on the New York State Barge Canal at Buffalo. Berend J. Burns is at the head of the company.

\* \* \*

Delegates attending the annual convention of the New York State Master Bakers' Association convention in Buffalo were taken on a tour of the Buffalo waterfront and visited several of the big terminal grain elevators. Delegates from interior sections of the state were impressed with the rapidity with which grain carriers were unloaded and the wheat transferred to the flour and feed mills and shipped East by rail and canal.

\* \* \*

Several Buffalo grain men have slipped away from business for several days to go deer hunting in the Adirondacks but a careful checking of grain and elevator men who have gone on hunting expeditions has failed to uncover a merchant who will admit having killed an animal. They all enjoyed the brief vacation, however.

\* \* \*

Buffalo grain and elevator merchants were liberal contributors to the \$550,000 campaign of the Joint grain, feed and elevator men totalled more than \$50,000 which is considered quite exceptional when wheat Charities & Community Fund. The subscriptions of was selling at only 99 cents.

## CINCINNATI

HARRY A. KENNY

CORRESPONDENT

THE grain and hay business was very quiet the past month. A majority of the merchants said that the hay business was the dullist in many months, especially in the South, where the bulk of the orders come, as Cincinnati is the gateway to that section of the country. Half of the flour mills are down in this locality and business in this branch of the business are especially slow for the time of the year. Grain has not been as slow as hay, but nevertheless it is not up to the standard. The elevator operators claim that while they are holding grain on long time storage there isn't enough movement of grain through the elevators to show any real profit and that business as a whole is not very satisfactory. Freight rates in many instances are eating up profits and preventing movement to storage. Feeds have done fairly well, but the country is full of cheap grain and movement as a whole has been light. Receipts of corn and oats were below the average. Dealers are of the opinion that present conditions are not permanent and that business will right itself before the holiday period.

\* \* \*

The accompanying photo shows the four-ox team which is being used by the Early & Daniel Company, Cincinnati, Ohio, hay and grain dealers, to deliver small purchases in the city. The oxen, which



EARLY & DANIEL COMPANY'S OX TEAM

came from a North Carolina logging camp, were trained at the company's stables for city use. H. L. Early, president, said the reason for using the oxen is to ascertain how they compare in operating costs with horses and motor drawn vehicles. In addition, he said the company gets a lot of advertising.

The driver can handle the oxen as well as horses in the crowded streets and while they do not make as good time as horses or trucks they are a novelty. By experiment the company has found that it can deliver purchases within the city limits with the oxen at almost half the cost of motor transportation. Owing to their slowness the oxen are only driven through the heart of the city in the morning when traffic is ordinarily light.

\* \* \*

B. J. Drummond, executive secretary and traffic manager of the Cincinnati Grain and Hay Exchange, attended a two-day conference with the Interstate Commerce Commission at Memphis, Tenn., last month. He argued in behalf of the local exchange for an adjustment of rates on grain and grain products into the Carolinas. The Memphis grain trade at present have an advantage of three cents over the Cincinnati market, he declares. The Commission will render a decision in the matter shortly.

\* \* \*

A plan for solving the railroad situation and other labor troubles has been divulged by B. J. Drummond, Executive Secretary of the Cincinnati Grain and Hay Exchange, who sent transcriptions of his solution to President Warren G. Harding, chiefs of the railway brotherhoods and representatives of railway stockholders. The plan fundamentally is an application of the Golden Rule and provides that money, brain, and brawn should be related in business so that each would enjoy a fair return for its effort.

"In order to test the sincerity," Mr. Drummond said, "of capital, as represented by the Executive Association, and brawn, as represented by the five brotherhoods, the following suggestion is offered on behalf of the public, which pays the bills in the hope that a suitable agreement may be reached:

"Money in the railroad business is represented by

shares of stock called capital. Why not capitalize brain and brawn representing them by shares of stock, thus making the elements partners in the business? When thus banded together each will have a common interest in conducting the enterprises economically and as best it can. The above results could be obtained in the following manner:

"Capitalize brain and brawn by placing a fair valuation upon the mental and physical effort put into business and represent same by suitable shares of stock. Revise the directorates of the carriers so that money, brain and brawn would be represented by three directors each.

"From the gross revenues of the carriers deduct all expenses except compensation then divide the balance after a sum equal to 1 per cent of the gross revenue has been placed in the sinking fund to be used to stabilize dividends during the lean years equally between money, brains and brawn.

"Thus each class of investors will contribute to the losses as well as benefit by the profits and remove the necessity of money capital demanding the lion's share under the plea that it assumes all the hazards of the business. Distribution could be made quarterly on the basis of actual earnings."

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Two small boys playing with matches caused a fire which damaged the grain and hay barn of the Bunting & Hill Company at 2177 Western Avenue to the extent of \$20,000 last month. According to the police one of the boys dropped a lighted match into a hole in the side of the warehouse, which was gutted by the flames. Several firemen were overcome by smoke while fighting the fire, which took approximately 10 hours to extinguish. The blaze was discovered in the north end of the warehouse by Jacob Scherer, who was in charge of the company's

office at the elevator. Scherer attempted to subdue the flames with a fire extinguisher pending the arrival of the fire apparatus, but the heat became so intense that he was compelled to withdraw from the building. Approximately 200 tons of hay and many thousand bushels of grain and feed were stored in the barn, which was 200 feet long and 40 feet wide. Valuable records of the company were saved by the employees, who risked their lives by entering the warehouse to rescue the records from a safe. H. D. Gates, secretary and treasurer of the company, said that the loss is covered by insurance. For some time past the firm has been in the wholesale and retail business but had recently planned to do a wholesale business only. The building burned was formerly occupied by the J. F. Costello Grain & Hay Company. Bunting & Hill have downtown offices in the Thoms Building. The company has not decided what it will do with the building.

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John Lindsey, who has been identified in grain and hay circles here for the past 40 years and known to almost every elevator operator in the Middle West, is critically ill at his home in Oakley, a suburb of Cincinnati. For many years, Mr. Lindsey was connected with the Big Four Elevator Company and more recently with the Cleveland Storage Company. Mr. Lindsey returned recently from Mt. Clemens, Mich., where he spent several months in an effort to regain his health.

\* \* \*

August and John Ferger, for many years connected with the Nutritia Company, have entered the hay, grain and feed business on their own account and have established an office in the Masonic Temple Building, Third and Walnut Streets. The firm is known as the Ferger Bros. Grain & Hay Company and its business is largely done on a commission basis.

\* \* \*

A mistake in the wording of a telegram, said to have been sent over the wire by the Western Union Telegraph Company, caused the Early & Daniel Company to lose \$1,700, according to the charges made



in a suit for that amount filed against the telegraph company in the Common Pleas Court. The telegram was sent as a cipher message by the Statesville Flour Mills of Statesville, N. C., to the Early & Daniel Company ordering 5,000 bushels of wheat. The word "absolute" was changed to "absolutely" in the message, it is said, causing the order to be 10,000 bushels instead of 5,000. The Early & Daniel Company in anticipation of filling the order, purchased 10,000 bushels, but the mill refused to take but 5,000 bushels, the amount it had ordered. When the surplus wheat was finally sold to another customer the market price on it had dropped and the Early & Daniel Company lost \$1,700.

The Fleischmann distillery at Sedansville has been sold to George Remus, capitalist and former Chicago attorney, according to an announcement from New York City made by Julius Fleischmann, head of the Fleischmann interests. The purchase price was not specified. The distillery is said to contain 150,000 proof gallons of liquor which if sold for medicinal purposes would be worth \$1,500,000. At present market price it would be worth \$4,000,000. The only remaining interest now held in this city by Julius Fleischmann is that in the American Diamalt Company.

B. H. Wess, president of the B. H. Wess Grain Company, was defeated in the mayoralty race in St. Bernard, a municipality on the outskirts of Cincinnati after a close race last month. He was defeated by a majority of 484 votes.

"Jack" Gartner, manager of D. O. Cross & Co., was confined to his home for several weeks last month suffering with a cold which he contracted on a Pullman enroute from Chicago to Cincinnati.



THE grain market here at Milwaukee which has presented such a busy aspect for a number of months has grown decidedly quiet. For the first week in November, the offerings were 319 cars as compared with 486 cars the week before, 523 cars a year ago and 662 carloads in 1919.

These figures tell the story of the growing dullness in the grain trade. Receipts have fallen off about one-quarter as compared with last week, they have dropped almost 40 per cent as compared with last year and are just half of those for the corresponding week of 1919. Of the receipts for the most recent week, 72 cars were barley, 76 cars were corn, 128 cars were oats, 29 cars of wheat, 8 cars rye and 6 cars were flax, making a total of 319 for the first week of November.

Grain men differ as the reasons assigned for the decisive slump in offerings. One reason, however, is considered by many as pre-eminent and that is the coming cut in freight rates, later in November. Other factors suggested as helping to retard the grain movement are the busy corn picking season for farmers; the discouraging low prices which are preventing farmers from making any profits. Still others say the bulk of the rush fall selling is all over, after three months of hectic grain marketing, and there is naturally less disposition to sell now after such a large movement of grain from the farms. Some country reports show that the farmers say grain is so low that it cannot go much lower.

Shipments for the week have also fallen off correspondingly with 507,950 bushels of oats, 133,000 bushels of corn, 117,000 bushels of barley and 30,000 bushels of wheat in round numbers. This makes the total shipments approximately 900,000 bushels, against 1,222,000 bushels for the previous week and 792,000 bushels a year ago.

The receipts of 72 carloads of barley in the past week compare with 115 cars a week ago and 174 cars in 1920. Arrivals of barley are much less than half those of a year ago, and trade in this commodity has fallen off sharply. The receipts of corn in the past week of 76 carloads compare with 120 cars a week ago and 104 cars in 1920. Corn receipts are therefore about one-fourth less than those of last year. Corn trade has not been hit quite so hard as barley.

The receipts of 128 carloads of oats in the past week compares with 163 cars a week ago and 133 cars a year ago. Arrivals of oats are therefore only five cars under those of 1920, a trifling loss. The receipts of rye in the past week of eight cars compare with 13 cars for the previous week and 69 cars for the corresponding week of 1920. This indicates that rye offerings are only one-eighth of those of last year, a bad blow to the trade.

Receipts of wheat in the past week were 29 cars as compared with 65 cars a week ago and 40 cars a year ago for the same week. This suggests a cut of about 25 per cent from last year's record.

Summarizing, these figures show well sustained

offerings of oats, quite large sales of corn, much smaller arrivals of rye and barley and a little smaller marketing of wheat.

The latest report on grain in store at Milwaukee shows 542,000 bushels of wheat in round numbers, 1,253,000 bushels of corn, \$35,000 bushels of oats, 215,000 bushels of barley, and 33,000 bushels of rye. In general these stocks are declared by grain men to be larger than usual at this season of the year.

The large amount of grain going out by lake from Milwaukee reported earlier in the season, is keeping up on a large scale as the close of the season of navigation approaches. Up to date no less than 133 cargoes of grain have gone out carrying a total of more than 29,000,000 bushels. This is far above previous years.

Milwaukee made a good showing for grain receipts for the entire month of October despite the recent dullness in the grain trade. The total receipts for last month were 4,961 carloads, or just a trifle less than 5,000 cars. This compares with 5,772 carloads for September so that October registered a decline of about 800 cars as compared with the previous month.

In the past month the receipts of wheat were 408 cars as compared with 873 cars in September; corn arrivals were 2,414 carloads as compared with 3,250 cars in September; receipts of oats were 1,326 carloads as compared with 877 cars of oats in the previous month; rye receipts for October were 88 carloads as compared with 132 cars for September; arrivals of flax seed were 24 cars as compared with 21 cars for September.

H. E. Krueger, known as the barley king of Wisconsin because of the prize winning grains he raised at his farm near Beaver Dam, won three prizes at the International Wheat Show at Wichita, Kan. Mr. Krueger has specialized in pedigreed grains and is able to draw down prizes in almost any of the various grain classes.

Joseph A. Becker, official crop reporter for the state of Wisconsin, reports that Wisconsin farmers are short about 500,000 tons of hay this year and will have to dispose of their cattle by the thousands unless they buy a large amount of feed.

The Canadian Atlantic Transit Company has notified shippers through the Association of Commerce of the approaching close of navigation and that west bound rates from New York and New England will be suspended on November 19. After that date shipments will not be accepted.

Some remarkable declines have been registered in the grain market as shown by comparing the Milwaukee prices of the present and the corresponding time a year ago. Barley has dropped from \$1.10 for No. 3 a year ago to 59 or 60 cents at the present time. No. 3 White oats was selling a year ago at 52 to 53 cents; now the market is 30 to 34 cents. No. 2 rye was selling a year ago at the corresponding time at \$1.59 as compared with 74 to 75 cents at the present time. Rye was unusually well maintained last year, but this year it is down in line with most of the other grains. No. 2 Yellow corn was selling a year ago around 92 to 93 cents at Milwaukee and is now 47 cents or thereabouts for the same grade. No. 1 Northern wheat sold a year ago at \$1.90 to \$1.95 a bushel. Now the price is \$1.27 to \$1.32 and new declines are registered almost every day.

Among the recent visitors at the Chamber of Commerce was a party from the Jersey Cereal Food Company who were on a western trip of inspection. They also visited the Milwaukee plant of the company.

New corn is coming to the Milwaukee market and it appears to be of very fine quality for the most part. Often it grades No. 1 and the demand is good both from industries and from shippers. Iowa corn seems to be especially low in moisture content.

A decided increase is reported in Milwaukee flour stocks, due to the dull demand in that line of business. The stocks at the opening of November were placed at 16,000 barrels compared with 26,000 barrels in round numbers a month previous, 18,000 barrels a year ago, 48,000 barrels two years ago, 39,000 barrels five years ago and 135,000 barrels for the same date in 1915. The present stocks are the largest for November 1 at any time since the Armistice.

The November rate of interest has been determined by the Finance Committee of the Chamber of Commerce at 7½ per cent. This is the same rate prevailing for several months and still holds despite reports of recent declines in money rates.

Archie MacFadyen, who was doorkeeper of the Chamber of Commerce for almost 50 years, is dead at an advanced age. He became connected with the Chamber in 1866 and stopped his active service in 1915, when his poor health compelled his retirement. His salary, however, went on unchanged up to the

time of his death. Archie knew all the grain men—several generations of them, almost, and he was held in high regard by all the members of the Chamber of Commerce. The grain men chipped in to buy a floral tribute for their "old friend" and grain men acted as pallbearers at the funeral. The active hearers were E. G. Hadden, William Young, Roy Campbell, William Armstrong, William Schroeder and W. A. Hottensen.

Chicago and Minneapolis are the only cities surpassing Milwaukee in oats receipts, this city standing third in the country. This is the same relative place as a year ago. Receipts for the crop year have been over 8,000,000 bushels, or just a trifle more than last year at the corresponding date.

H. M. Stratton, former president of the Chamber of Commerce, and now vice-president of the Donahue-Stratton Company, has been chosen a director of the Grain Dealers National Association. He holds office for a term of two years.

Alfred H. Trettin, who has been connected with the Franke Grain Company for nearly 20 years, in charge of finance and accounting, has obtained an interest in the new La Budde Feed & Grain Company. He is now engaged in his new work.

The Froedtert Malting Company which recently took over the plant of the Interstate Malt Company has increased its capital to \$600,000 to take care of the deal, and will have 1,200 shares of \$500 each. The officers are Kurtis R. Froedtert, president, and Walter A. Teipel, secretary. Mr. Froedtert says that the company, with its numerous plants in Milwaukee and Minnesota, now has by far the largest malting capacity in the world. He also reports a fine demand for malt from many countries like South Africa, Egypt and other lands where prohibition does not prevail. He also finds an excellent demand in the United States for various industrial purposes.

Steps have been taken by a number of leading maltsters to try to prevent the Government from stopping the sale of malt and hop products. At a national meeting on this subject The Pabst Corporation, the Val Blatz Company, The Fred Miller Company, the Independent Brewery and the Milwaukee Malting & Grain Company were represented.

A committee of three has been named to go to Washington to correct the "erroneous impression" that the sale of malt and hops is to be prohibited by the Federal prohibition department.

Assurances have been obtained here that the use of malt and hops as food products or to be used in making non-intoxicating beverages, is legal, according to J. W. Mason, secretary of the Malt Products Exchange of Milwaukee. Pending the outcome of this contest some of the maltsters are making malt only for bakeries, or have suspended manufacture until the status can be cleared up. Members of the Malt Products Exchange, it is said, may continue the manufacture of such goods, until formal notice of stoppage is obtained from the Government.

A new firm of grain men in Milwaukee is known as Spearman & Co., and is to have offices at Room 417 Chamber of Commerce. The firm will handle a commission business and trade in futures.

J. L. Bowls, manager of the Chamber of Commerce Transportation Department, commenting on the coming cuts in freights on grains and hay on November 20, says that only the line haul rates will be involved and not the relationship of rates between the different communities. He says that half of the last raise on wheat and hay is all that will be allowed to remain after the revision. Grain products are also concerned in the rate cuts.

The State Railroad Commission of Wisconsin announces that the coming cuts in freights on grain and hay will be of great direct benefit to the public. Losses in the dairy industry, it is said will be largely minimized by these reductions. The Wisconsin commission filed a brief with the Interstate Commerce Commission showing that the rates on Alfalfa from other states to Wisconsin were so high as to be prohibitive. The commission also stated that the state has increased the number of cattle 650,000 since 1914 and that there would be a decided shortage of feed unless this rate cut had been made. The Wisconsin commission reports that the decision should result in the reduction of Alfalfa and other cow feeding hay from \$5 to \$8 a ton.

Thomas M. Sampson, who has been with the W. C. Mitchell Company, has joined the Buerger Commission Company.

After much red tape and conversation the Schlitz Brewing Company has been authorized to make medicinal beer. Stocks of beer now on hand will be distributed for medicinal purposes, it is stated. This company made application for a permit direct to Washington and it was one of the first concerns in the United States obtaining the permit. The tax on the beer so released will be \$6 for a barrel of 31



gallons, according to Milwaukee officials of the internal revenue department. Milwaukee prohibition leaders assert that although several brewers asked for permits here to make medicinal beer, and although one brewery has been given permission, the traffic will not amount to much because Congress will pass a bill outlawing medicinal beer within two or three weeks. Estimates are made that brewers are likely to sell beer for about \$1.22 per dozen bottles, or 19 to 20 cents per pint. Doctors say that prescriptions will be provided liberally and that the price of such prescriptions may drop from \$1 to about 50 cents each.

Keen interest is still being manifested in the St. Lawrence deep water way route and much publicity is given the scheme from time to time. The Association of Commerce estimates that the canal would make savings on grain shipments to Europe of about \$4 to \$8 a ton. It is also declared that the new route will shorten the distance to Europe 500 miles.

The report points out that the present grain route calls for two handlings. At Milwaukee it is put on boats, at some Canadian port it is reloaded on railroad cars, and then it is reloaded on boats at Montreal. It is estimated that all these transfers and other wastes involved are about 16 cents a bushel. With 20,000,000 bushels of grain exported from Milwaukee for only a part of the present season, the cost to the grain trade is shown to be in excess of \$3,000,000.

William George Bruce, Milwaukee harbor expert, asserts that New York is fighting the St. Lawrence route because of the \$100,000,000 put into the state barge canal. This canal, Mr. Bruce says, is a failure and does not carry as much traffic as the Milwaukee River, which is very little. As for the canal helping Canada more than the United States, Mr. Bruce says this is not so because the United States has most of the lake ports which will get the advantage, while Canada has very few of these big lake harbors which could handle such ocean traffic.

## DULUTH

S. J. SCHULTE - - - CORRESPONDENT

CONSIDERABLE sprouted wheat has been received on this market recently, according to R. W. Gray, chief deputy grain inspector. That condition is just as had been expected, having been brought about during the long interval between cutting and threshing in some districts on account of wet weather intervening. The percentage of smutted grain handled here has been small however.

Duluth Board of Trade memberships transferred recently include the following: W. H. Kitchli to R. J. McNamara of the Tomlinson Company; Samuel Turney to W. C. Mitchell; Walter C. Poehler and Anthony Gretten to W. D. Gregory of the Gregory-Cook Company; James M. Owen to Anton Tretten.

Anton Tretten, formerly manager of the H. Poehler Company's Duluth office, is now pit operator and cash grain man with the Harbison Commission Company. Mr. Tretten has had an experience of nearly 12 years on this market and has a wide circle of friends.

A Duluth grain commission house was faced with an action by a group of 40 farmers in a North Dakota district recently, for a \$15,000 balance claimed to be due on storage receipts received from a farmer's elevator company, which it is contended had not been redeemed though the wheat it represented had been sold and delivered at a Duluth elevator. The Duluth commission house has contested the action on the ground that it had bought the grain in the regular way and had paid the manager of the farmers' elevator company for it. It later transpired that the country elevator manager failed to take up all the storage receipts with the funds received by him, hence the farmers' action against the outside purchaser of the grain. The Duluth company is contesting the suit. As a result of the incident, Duluth elevator houses have issued a suggestion that commission merchants offering grain for sale advise the prospective purchaser whether or not it was grain that had been stored in the country, and whether the country storage tickets for it had been surrendered and canceled. It is believed that for the protection of the commission man who assumes responsibility to the purchaser by guaranteeing title, all storage grain for which country storage tickets have been issued and have not been surrendered and canceled, should be put in terminal elevators and the warehouse receipts held in trust.

Several of the grain companies here have experienced difficulties this fall with farmers' co-operative grain companies in connection with grain shipments. In a few cases actions have thus far resulted. The Atwood-Larsen Company has entered a suit against

the Medina Farmers' Elevator Company, claiming \$3,662 to be due on a promissory note. Seven men, who are alleged to have indorsed the note, have been named as defendants in the action. The Atwood-Larsen Company has also sued the Coulee Farmers' Co-operative Elevator Company for \$2,085.

Movement of corn this way was still a feature during the last month in spite of low prices in the country. Corn has been shipped east almost as fast as it came in, so that stocks in store are down to around 200,000 bushels. The largest cargo of corn that ever cleared from here was loaded out recently from the Peavey Elevator at Duluth for Chicago. It aggregated 395,000 bushels and it was loaded into the steamer in six hours.

B. E. Baker, recently completed his twenty-eighth year as an operator on the Duluth Board of Trade, his membership dating back to the fall of 1893. He has for many years been recognized as one of the most alert and shrewdest of the pit operators on this market and during his years of service he has handled an enormous volume of grain commission business for correspondents over the Northwest. For many years he conducted a wire business, being correspondent for a Chicago house, and up until five years ago



B. E. BAKER

for Charles E. Lewis & Co., Minneapolis. Of late years he has focussed his attention upon his grain commission business.

Becoming reminiscent, Mr. Baker drew attention to the great changes that have come about in the grain trade during the last 28 years, including revisions in methods of inspections at the terminals, buying at country points and rules in connection with making shipments from the terminals here to eastern millers or for export. He is sanguine that the volume of wheat and other grains grown over to the Northwest will show substantial increases during the next few years by reasons of more improved methods of farming, and the bringing of areas into cultivation that are now lying fallow, by means of irrigation or other treatment. Mr. Baker is regarded as a "bug" on farming. He owns a tract of nearly 3,000 acres near Spooner, Wis., of which over 1,000 acres are under cultivation. He conducts dairying on a large scale, and has found that to be a profitable branch of farming in this part of the country. The extent of his livestock operations was shown in the fact that during the last two years of the war he disposed of 150 head of cattle, 800 sheep and 1,000 hogs. The farm is now being conducted by his son, James, a young man of 23 years, who was a lieutenant in the American aviation service during the war.

Mr. Baker mentioned that his contemporaries in the grain trade on this market 28 years ago are rapidly diminishing in numbers, the list of the old-timers now including George H. Barnum, Sr., Thomas Gibson, J. F. McCarthy, F. E. Lindahl, J. H. Cook, Watson Moore, Julius H. Barnes, Ward Ames, Ernest Jacobi, H. E. Emerson and Bill Jones, then manager of the Northwestern Telegraph Company's business on the trading floor.

Cars of grain that have gone astray in transit have also been the cause of suits in the courts here. In one case the Great Northern Railway Company, the Northern Pacific Railroad, and A. D. Thomson & Co., Duluth, have been made defendants in a suit for \$2,000 entered by Frank M. Cook, who claims that the defendants have taken a car of Durum wheat from him,

and still hold it either on their tracks or in the elevator. The Great Northern Railroad was made the defendant in another suit entered by the Armour Grain Company, which alleges that it is entitled to judgment for \$5,000 because the defendant retains possession of six cars of corn.

Continued weakness in the grain markets is recognized by Duluth elevator men and commission merchants as having brought about a serious condition over the country. It is thought that present prices spell financial disaster to growers over the Northwest and that serious dislocation has been brought about in grain trade circle. "The current market in oats at from 26 to 28 cents looks dirt cheap and one would imagine that operators who pick them up to hold would not run much risk," said R. M. White of the White Grain Company. Becoming reminiscent, Mr. White mentioned that several years ago he bought five cars of hay at \$2 a ton. The outcome of the transaction was that after he had finally disposed of the hay he was \$6 a ton out of pocket after paying storage charges on the hay. Approximately 5,500,000 bushels of oats are being held in terminal elevators here, and as the great bulk of them were bought last spring at much higher prices, some of the holders are facing heavy losses. Shipments to the East have been on a limited scale for some time.

Receipts of wheat and other grains at Duluth-Superior terminal elevators have fallen off to a minimum lately on account of low prices coupled with the announcement by the Interstate Commerce Commission that lower railroad freight rates would become effective on November 20. Rates on wheat and hay will be cut to the extent of half as much as they were advanced in August last year, and rates on oats, corn, barley, rye and millet, are to be set at 10 per cent under the wheat rates, according to the order.

Unless better bidding for wheat and coarse grains for eastern and export shipment develops almost immediately, operators assume that a considerable quantity of grain will remain in store in the elevators here when the lake navigation season closes. At this writing approximately 13,000,000 bushels of all grains are in store out of a maximum elevator capacity of around 32,000,000 bushels. Houses here with Winnipeg connections are counting upon handling a considerable quantity of Canadian Northwest grain in store during the winter months. Inquiries regarding storage space have been received from Winnipeg operators, prompted by growing congestion at Fort William and Port Arthur in spite of an aggregate storage capacity of 54,000,000 bushels at those ports. A falling off in export demand resulting in piling up of stocks at Montreal and at the seaboard has been the fly in the ointment up there. Grain handlers at the Canadian Head of the Lakes are figuring upon chartering considerable boat storage space to relieve the situation during the winter months, but in spite of that interests in close touch with the situation assume that space in the elevators here will be taken in the emergency. A proportion of the Canadian wheat and other grains being moved is now reported to be showing dampness and it may become necessary to dry it out as was done 10 years ago. In the winter of 1911-12, Duluth drying plants were kept busy in treating Canadian damp wheat.

The boat rate on wheat from the elevators here for Buffalo delivery is now 1 1/4 cents a bushel and a rate of 3 1/2 cents is being made to include winter storage. The season of lake navigation has been officially announced to close on November 30, but provided weather conditions do not block the traffic, vessel interests have announced that steamers may be chartered up to as late as December 12. Unless a marked reversal of form is shown in Eastern millers' inquiry or in export demand, it is thought that there will not be any rush for space at higher freight and insurance rates for December loading.

## ST. LOUIS

S. F. LARRIMORE - - - CORRESPONDENT

THE strike prospect had considerable influence on the entire St. Louis market during the past two or three weeks, but now that it is all over with, we may look forward to continued improvement in the general market. The writer has had opportunity to interview many farmers recently and most of them look for better prices on next year's crop. Many cotton growers were regretful that they had not planted a greater acreage, and from the opinions expressed we may look for a considerably increased cotton acreage in 1922. Prosperity in cotton sections must have its reflection in grain conditions, as people of the cotton sections are enabled to buy more and live better.

Although the fears of a general railroad strike had



restricted the trading for some time, the announcement of the calling off of the threatened strike by the big union officials had very little effect upon the market. The promised increase in the buying did not materialize, but increased receipts at the leading markets are expected, because many who wished to ship in the past fortnight were deterred by the threatened strike, and it is believed that this wheat will now come forward. As it is contended by many statisticians that the greater percentage of the wheat already has been shipped to the terminal markets, the receipts of the country must soon fall off.

While there was little public speculation when the strike was threatened, the sharp advance near the close of the week was due mostly to the covering by shorts, which has been noticeable for some time on each heavy decline. Unfortunately, however, the market requires constant support, as on each upturn there is a flood of profit taking, which sends prices downward again.

According to some of the big houses, the loss of trade occasioned by the abolishment of "privilege" trading is being made up to a large extent by outsiders learning to buy or sell small amounts on "stop loss orders," and in the end the trade will be benefited by this change. Conditions in the market are gradually improving and the outside trading, for the lack of which the markets have suffered, promises to increase as general conditions improve. Many things have occurred which should hasten the arrival of a condition of normalcy in business. Among these are arrangements of Baron Rothschild, by which he expects to provide for a loan of \$500,000,000 to the German government, to enable it to meet the reparations in 1922.

The expected drastic cuts in rail rates on grain, grain products, and hay, which have been ordered to take effect not later than November 20 are expected to amount to \$50,000,000 per year. This decrease, which has been ordered by the Interstate Commerce Commission, will wipe out half of the advances in the commodities mentioned allowed by the commission on August 26, last year. There was a recent report that Germany would not be able to meet her reparation payment to France, which is now due, according to a Paris cable. This payment is only a quarterly installment on 26 per cent of the value of Germany's export trade, which is entirely covered by deliveries already made to France.

The jumbling of the figures in the last Government Crop Report has left much confusion in regard to the supplies to come forward. Numerous heretofore unheard of statisticians are attempting to straighten out the tangle, and have made estimates varying from 25,000,000 to 100,000,000 bushels smaller than the farm reserve shown by the Government's figures. In Missouri it was the general opinion in the trade that approximately three-fourths of the wheat had left the farms, but the State Crop Report makes the amount shipped out only 69 per cent, so the reserves are probably much larger than was thought.

In anticipation of heavy liquidation in December, the market is decidedly weak, and there is no relief in sight until the export demand improves. The easing off in the Argentine ocean rates to Europe adds another bearish factor to the situation. Millers report that the flour demand is deadly dull in both foreign and domestic markets, and that there are no signs of a revival, particularly as in addition to the flood of Canadian flour, a Hungarian product is offered in the markets of Europe at low prices, considering its quality.

Although the volume of business recently was far from satisfactory, the character of the buying was good. A big eastern house was said to be buying wheat on the breaks, and selling it on the bulges, in order to stabilize the market as much as possible, for its effect upon general business. It is true that no market advance has been scored, but a better feeling prevails, and the market has a stronger tone. The heavy receipts which were expected after the strike was settled did not materialize, and it is now generally admitted that the greater part of the wheat crop has been shipped out, with the result that shipments from the country from now on must be light. The financial situation largely controls the export demand, and so much conservatism prevails that the foreign situation is not fully defined. Thus while the retrograde movement apparently has been stopped, we may look for the long expected upturn in the near future, unless all signs fail.

Reports here in regard to the quality and yield of corn are very conflicting, but it appears to be generally accepted that the yield is ample for all requirements, although a large section of the corn belt reported heavy damage to the corn from the ravages of the ear worm and subsequent mold. One of the most bearish factors of the situation is that the Southern States, which usually are our best buyers of corn, this season raised big corn crops of their own and will not be in the market as strong as usual this year. There is an unusually good export

demand, however, and the bulls are counting upon Europe taking enough of our surplus to cause prices to advance on this side. While the export demand is good, the total possible exports will be insignificant, as compared with the total corn crop, and they will not be sufficiently large to materially affect the market for any considerable length of time, particularly as there is a good crop in the Danubian states and Argentine.

The export demand for oats continues on a very moderate scale. New England, as usual, being the best domestic buyer, but the movement is slow and the consumption does not keep pace with the receipts. Nearly all sections report large yields, which, with the big carry-over, makes the burden of supplies too heavy for the limited buying. In the cash market receipts are cleaned up from day-to-day, but the prices are declining, and futures are almost neglected in the local pit.

There was shipped by barge line from St. Louis during the month of October: Wheat, 264,880 bushels; corn, 494,755 bushels; oats, 9,030 bushels, flour, 3,495 barrels. Flour stocks at St. Louis on November 1 were 76,400 barrels; on October 1 were 55,990 barrels; on November 1, 1920, 79,280 barrels.

The following prominent men of the trade were visitors in St. Louis recently: Douglas L. Boyer, secretary Missouri Grain Dealers Association; A. J. Edwards, of the Canada Seed Company, Toronto; W. W. Pollock, of the Pollock Milling Company, Mexico, Mo.; Ross Eldridge, of the Rudy-Patrik Seed Company, Kansas City, Mo.; Malcolm Fuehrer, of the Fuehrer-Ford Milling Company, Mt. Vernon, Ind.; R. D. Callahan, Callahan & Sons, Louisville, Ky.; J. Palmer Andrews, Ely & Hobson Company, Memphis, Tenn.; J. N. Beasley, of the J. N. Beasley Grain Company, Amarillo, Texas; Edgar M. Young, of Young & Bishop Milling Company, Providence, Ky., and Andrew Steinauer, of the Tell City Flouring Mills, Tell City, Ind., and many others.

The following notice was posted on the bulletin board of the Merchants' Exchange recently: "On carlots of grain re-inspected, no charge will be made where one sample shows weevil and the other fails to show weevil, except that this will not apply in case grain has been treated. State Department to be notified whenever wheat has been treated for weevil subsequent to first and prior to second inspection. Charge will be made for both original and re-inspection where test weight varies .3 of 1 per cent or less, regardless of change in grade. Charge will be made for both original and reinspection where moisture content varies .5 of 1 per cent or less, regardless of change in grade. On all calls for re-inspection original certificate must be surrendered at time of call." Signed, T. J. Hedrick, State Warehouse Commissioner, State of Missouri Grain Inspection and Weighing Department.

Sixty-nine per cent of Missouri's wheat crop had been marketed from the farm on October 1, according to a statement made here by the State Board of Agriculture.

Jim Mike, a farmer living near Edwardsville, Ill., was recently fined \$10 and costs for planting wheat in an infected area without complying with the Government regulations. Mr. Mike's farm is an area where the Australian, "take-all" disease has been prevalent for three years, and which is under strict Federal quarantine.

The Farmers' Finance Corporation, organized by the United States Grain Growers' Association, has been refused the right to sell stock and operate in Missouri, by Commissioner John G. Hughes. The reasons as given by Commissioner Hughes are as follows: "Because the articles of incorporation of the organization empower the organization to traffic in its own stock; do not provide for cumulative voting at the meetings of the stockholders in the election of directors; specifically withhold from the shareholders any right to examine the books and accounts of the corporation; limit in an unwarranted manner the rights of the shareholders to dispose of their holdings; provide that the number, powers, manner of election and official tenure of the directors shall be regulated by the by-laws and empower the directors to make or alter such by-laws; deny stockholders the right to manage the corporation or assist in the control of its affairs; permit the election as directors, persons who are not in good faith stockholders or financially interested in the welfare of the corporation.

Arthur J. Schulte, of the Schulte Grain Company, and Ralph E. Nye, of the Denver Alfalfa Milling & Products Company, have made application for membership in the St. Louis Merchants' Exchange.

It is reported that work will proceed at once to drain 40,000 acres of land near Carrollton, Mo. The plan of the district calls for expenditure of about \$500,000.

## NEWS FROM NORTHERN OHIO

BY T. J. CUNNINGHAM

The Pleasant Bend Grain Company, Pleasant Bend, Ohio, is reported as having discontinued business and claiming liabilities of nearly \$30,000 and assets of about \$7,000.

The Jenera Co-operative Elevator, Jenera, Ohio, reports a business of \$55,000 during the month of September.

E. L. Bosler has resigned as manager of the North Baltimore Grain Company, North Baltimore, Ohio, and is succeeded by Noble Bennett, Starksville, Miss. This is a farmers' elevator and was formerly owned by L. B. Einsel.

Frank W. Bacon, proprietor of Pioneer Mills, Tiffin, treated a number of his friends to five-pound samples of his new buckwheat flour recently. There has never been any doubt as to Frank's ability to make most excellent buckwheat flour; but we had rather figured that his previous efforts had taxed his talents to the limit. However, after trying one "batch" of this new issue, we are forced to admit that Frank—like good wines and liquors—improves with age.

Beginning October 26, the Sneath-Cunningham Company, Tiffin, Ohio, will handle the grain department of the Monnett Elevator Company, Monnett, Ohio. Until recently, this elevator was operated by the Farmers' Equity Exchange Company, which landed on the rocks, like many other farmers' companies. Several of the most influential farmers in the vicinity bought out the Equity company, and are known as the Monnett Elevator Company. Besides grain, they also handle hay, coal and implements.

According to H. A. Gossard, entomologist, Ohio Experiment Station, the habitat of the corn ear worm is further south than Ohio; but owing to the long growing season this year it has encroached upon northern crops and done unusual damage. He is also of the opinion that moldy corn, due to injury by this worm, may cause sickness and perhaps death to animals.

This will not be a year for high yields of corn, according to field men of the College of Agriculture, Ohio State University. So far, the best average contests yields run between 80 and 90 bushels to the acre.

Earl B. Frost succeeds H. H. Frazier as president of the Tiffin Chamber of Commerce. Naylor B. Biggs is retained as secretary and manager.

The rye acreage sown in Hancock County this fall is extremely light.

So far this season, the largest corn yield reported from Hancock County is 98 bushels to the acre.

Three amputations, due to corn shredder accidents, were performed in this vicinity in a week. So much corn shredding has been done this year, that accidents are more numerous than usual.

A new wagon scale will be installed by the Monnett Elevator Company, Monnett. The present one has been condemned. Numerous other repairs are being made to the plant, which had been idle for some time following the failure of an equity company to operate it profitably.

W. E. King has resigned as manager of the Arcadia Elevator Company, Arcadia, Ohio, and the Rev. J. S. Snodgrass has been appointed in his place.

Charles H. Shuler, former owner of the elevator at Hancock, Ohio, has purchased and is operating the McComb Hotel and lunch room at McComb, Ohio.

An addition is being put to the office of The Sneath-Cunningham Company's elevator at Bascom, Ohio.

According to Prof. T. H. Sonnedecker, of Heidelberg University, Tiffin, the average temperature for the month of October was 54 degrees, compared with an average of 52.8 for a 36-year period. The total precipitation was 1.79 inches against an average of 2.69 for a 36-year period. Number of clear days 16. Rain fell on 9 days, and greatest daily precipitation was on the 7th, being .80 inches. Prevailing direction of the wind s. w. First killing frost October 13. Wettest October, 1917, with rainfall of 6.71 inches. Driest October, 1897, .83 inches.

The growing wheat crop is going into the winter in almost perfect condition. Plenty of rain of late has supplied all the moisture needed and weather conditions generally have been "made to order." The wheat shows a good, thick, even growth, has a good color and is stood out nicely. While the plant is firmly rooted, there is no danger of too rank a growth. The acreage is as large as any put out here in a number of years. Wheat has been sown that would have sold had the price been higher.



# ASSOCIATIONS

## FALL MEETING OF OHIO GRAIN DEALERS ASSOCIATION

The fall meeting of the Ohio Grain Dealers Association at Columbus on October 28 opened with the inspiring notes of *America* sung by the entire assemblage under the direction of W. W. Cummings of J. F. Zahm & Co. of Toledo. Then President S. B. Swope of Canal Winchester welcomed the dealers after which he spoke briefly of the loss of members since the last meeting through death. On the departed members Secretary J. W. McCord read the following memorial:

### IN MEMORIAM

At our forty-second annual meeting held at Toledo, June 22 and 23, 1921, your secretary made reference in his annual report, of the absence of President O. W. Cook, also the absence of E. W. Scott, chairman of the Arbitration Committee.

These co-workers were unable to be present with us at that meeting on account of ill health. Since that time, both have passed to their final reward in the Great Beyond; their mortal bodies consigned to the earth, their immortal souls to the God who gave them.

O. W. Cook, ex-president of the Association, died at Mount Carmel Hospital, Columbus, July 11, 1921.

E. W. Scott, chairman of the Arbitration Committee died at his residence in Columbus, September 21, 1921.

Today, as individuals and as an Association we stop and pause for a moment to pay tribute to these noble lives; they served us well with great honor and integrity during all the years of their active connection with the Association; they contributed liberally and to the best of their ability, of time and money for the advancement of the best interests of the Association and the grain trade at large. They were truly in spirit and good deeds, God's noblemen.

Our memories of these, our departed fellowmen, will long remain with us who survive them. Their lives were as an open book, full of good deeds, faithful to all of the principles of right life and right living; they were true followers of the lowly Nazarene; the World was made better and was enriched by their lives. Well may we say, "He lives long that lives well," and, "That life is long which answers life's great end."

We convey to the families of the deceased our deepest sympathy in this time of bereavement, and we order that this memorial be made a part of the minutes of this meeting; and that copies be sent to the respective families of the deceased.

President Swope introduced W. P. Welts, state director, Near East Relief, Cleveland, Ohio, who briefly outlined the destitution that had prevailed in the far east since the war and the urgent need of supplies. The organization which he represented expected in a short time to send the first vessel of grain overseas, the gift of American farmers, and the elevator men were asked to take and hold this grain until it was wanted for shipment.

On motion by Fred E. Watkins of Cleveland the following resolution was adopted:

### ENDORING NEAR EAST RELIEF

Whereas, In the land that gave us our Bible and was the birthplace of our Christian religion, hundreds of thousands of homeless orphans and helpless women are suffering for want of food, clothing and shelter, which suffering has come upon them because they and their forefathers have refused to renounce Christianity and that they were our allies during the World War. And whereas,

The Near East Relief especially designated and chartered by Congress to distribute relief in that area, has launched a campaign for five million bushels of grain from the Farmers of America. Therefore, be it

Resolved by the Ohio Grain Dealers Association in convention assembled at Columbus, Ohio, this 25th day of October, 1921.

1. That we hereby endorse the work of the Near East Relief and pledge to it our active co-operation and generous support in its great humanitarian endeavors;

2. That we hereby recommend to all our members that they give their heartiest support and co-operation to the Near East Relief to accomplish its purpose to collect, convert and transport the grain and food products made therefrom to the Near East;

3. To this end we recommend that all elevators and mills contribute grain, also collect, receive and ship farmers gift grain for Near East Relief without charge.

President Swope then announced that reports would be heard on the corn situation.

E. T. Custenborder of Sidney reported that in the Miami Valley conditions were very good; the dealers were taking in no corn as yet and shipping none.

Col. C. E. Groce of Circleville, said: "We are beginning to handle some corn, have shipped a couple of cars from our elevator. It is getting drier daily. We are paying 30 cents for 70-pound corn; it shows from 22 to 19 per cent moisture. We have sold some corn at 34@35 cents."

H. G. Pollock, Middlepoint: "Conditions generally in our part of the state are good. Farmers planted the usual small acreage of wheat; hay is moving at \$7 to \$9 per ton; oats moving from 35 to 32 cents a bushel. There is not much old corn left. The quality is better than usual. Early corn was affected considerably by the ear corn worm, but late corn is not damaged. Our acreage of corn is large, running 50 to 80 bushels to the acre; some corn has averaged only

17½ per cent moisture. There is only about 1 per cent of dry rot in this territory. Potato crop was nil and apples not very good. Field pasture is excellent."

Mr. Patterson said that in the extreme southern part of Ohio there was a large crop of corn of splendid quality.

L. W. Dewey of Blanchester: "We have a good crop of corn but farmers are feeding it. For the most part our corn is of poor quality."

R. D. Risser, Vaughnsville: "Our corn crop will be a fair average. Quite a few farmers are husking. They were bothered to some extent by the cinch bug. We are paying 45 cents per 100 pounds. We are not buying much oats; the crop is fair, grading No. 2 at market. The wheat crop is short and not of very good quality. I believe they will have a better crop and quality of wheat next year."

John McDonald, Washington Court House: "We have a good crop of corn, well matured. If the price were anything like it should be there would be a much better movement. There will be no corn marketed at these prices because it would mean ruin to the farmers. The oats crop is poor. Many of our farmers held their \$2.75 wheat only to get \$1.05 and held the 60 cent corn to take 40 cents for it."

F. H. Tanner, secretary of the Ohio Millers State Association, was called upon and advocated a more intensive working by the miller and grain dealer, of his own territory. He said he had recently traveled over the state and found some millers with good reports to make, while others were feeling blue. The latter were those who sat at home and waited until trade came to them. He had talked with a miller who had waited for carload business and neglected his own territory to find that mills a short distance away were shipping flour to his trade.

### AFTERNOON SESSION

At the opening of the afternoon meeting Secretary McCord read a letter from Fred Mayer of J. F. Zahm & Co., of Toledo, expressing his regret at being unable to be present. The morning reports of corn conditions were then continued.

J. H. Motz of Brice: "We have taken in no new corn. Our crop is better than last year with moisture about 20 per cent. We have not advised farmers to hold their corn because we could not see anything to justify it. Wheat crop is a disappointment and infested with weevil. Bins became heated so that farmers have been compelled to haul wheat to market."

E. O. Teegarden, Duval: "We have taken in no corn as yet."

Mr. Van Waggoner of London: "We haven't taken in any corn or established any price; quality is good and reasonably dry."

A. M. Dougherty, Derby: "There is very little old corn in our territory. New corn is of good quality."

E. M. Kile of Kileville: "We haven't taken in any corn yet. There is a fairly good yield and good quality. The ear worm has affected our late corn a little. The oat crop was a failure; wheat was good, about 18 bushels to the acre and 58 pounds or better."

Geo. E. Stevenson, Rosewood: "Wheat is half a crop grading No. 3. The oat crop is very light. Corn will have an average crop and of good quality. We haven't bought any new corn yet, we have been bothered a great deal in our territory with blue corn and at our local meeting at Piqua we passed a resolution to post in our elevators a notice that we would buy no blue corn after March 1, on the new crop."

C. W. Pontius of Lewisburg: "Wheat is about half a crop; corn is a good crop and oats nil."

Harry W. Heffner, Circleville: "We have taken in a little new corn with moisture about 20 per cent, wheat crop is about the same as last year."

G. C. Cline, Ashville: "Wheat is about one-half a crop, of inferior quality, grading No. 3. Corn crop is moving very slowly. We are paying 30 cents for 70 pounds. It is of good quality well matured; tests under 20 per cent moisture, with some dry rot."

Mr. Rapp, Sabina: "We only started on new corn the last few days. It is a fair crop with quite a little dry rot."

E. T. Custenborder of Sidney then showed illustrations of a new form of open cribs for corn taken from the *Indiana Farmers Guide*. He said that 200,000,000 bushels of corn will be wasted this year on account of poor cribbing. He advocated better housing of corn and more care in building cribs. He also spoke against raising the large eared corn as so many stalks of these varieties had nothing on them. The grain dealer should interest the

farmer in raising better corn through seed selection and in taking care of it when raised.

Joe Doering of Toledo said his market received its first car of new corn October 27, it graded No. 4 yellow, tested 18 per cent moisture, and sold at 42½ cents track shipment. He believed in better prices for all grains.

F. E. Watkins of Cleveland said: "We haven't had much new corn in our market, the receipts being four cars and grading No. 3 yellow, but probably a mixture of old and new corn. We had quite a little run of corn in our Illinois elevators testing 18.7 per cent moisture and grading No. 3."

L. W. Dewey of Blanchester related his experience in shipping in potatoes and selling them at a profit. He recommended the potato trade as an excellent side line for dealers.

President Swope appointed Philip C. Sayles of Columbus to succeed E. W. Scott, deceased, on the Arbitration Committee.

On motion, a vote of sympathy was extended to Mr. Palmer and family on account of illness of the former who was in a hospital at Cleveland.

A somewhat lengthy discussion took place over the question of the need of lower freight rates to help the farmer and general business but no action was taken.

The convention then adjourned *sine die*.

### VISITING TERMINAL MARKET DEALERS

The following were in attendance from the terminal markets: Joe T. Doering, Southworth & Co. and Wm. Cummings, J. F. Zahm & Co., Toledo; Frank J. Currus, Currus Grain Company, and H. E. Niemeyer, Niemeyer Commission Company, Cincinnati; W. F. Morgan, John T. Fahey & Co., Baltimore, Md.; F. E. Watkins, Cleveland Grain & Milling Company, and H. W. Robinson, Union Elevator Company, Cleveland.

### FEED CONTROL OFFICIALS MEET

On October 27-28 the Feed Control Officials of the United States met at Washington, D. C., and in their addresses and by resolution strongly urged the adoption of uniform feed laws by all states. The heterogeneous feed laws of the country are a great detriment to the trade and every manufacturer is almost required to keep a legal expert on his pay roll to keep out of trouble.

President E. G. Proulx of Indiana presided, and his address emphasized the importance of uniformity. Secretary Henry C. Wallace welcomed the officials to Washington and Dr. James W. Kellogg of Pennsylvania responded. E. C. Dreyer, president of the U. S. Feed Distributors Association, gave an address and he was followed by Prof. F. C. Minkler of Chicago, who spoke, in part as follows, on the subject

### PROBLEMS OF THE MIXED FEED INDUSTRY

The present problems confronting the manufacturer of compounded feeds and the distributor of straight by-products, intended for feeding live stock and poultry, are both serious and alarming.

The extraordinary surplus of coarse grains with its accompanying low value has greatly restricted the outlet for ready-to-feed rations, while a constantly declining market, attended by a spotted and irregular outlet for the finished products, has added very materially to the hazards of the feed industry. An open winter followed by an extended and luxuriant grazing season made it possible for the dairy farmer to carry through with a minimum amount of concentrates, while the reduced prices, obtained for both dairy and meat products, has offered very little incentive for the dairymen or stockman to feed for maximum production or extensive gains. Whatever the farmer might gain through feeding complete or balanced rations was more than absorbed or discounted by the declines in prices or the marked fluctuations quoted for his finished products. The high freight rates virtually zoned the outlet for certain commodities and actually forced the corn belt farmer to feed his surplus coarse grains straight and hence, extravagantly. Both the eastern farmer and the southern stockman bought more straight corn and oats than ever before, largely because the price was so unusually low and attractive. The Alfalfa meal industry was almost forced to surrender to the changed conditions; the importers and distributors of molasses suffered a tremendous depression, while the manufacturers of the better grades of mixed feeds were compelled to absorb inventory losses amounting to as much as \$50 or \$60 per ton on certain of the concentrates used in their standard formulas. Furthermore, the distribution of mixed feeds and protein concentrates has dropped back to the 1914 tonnage, while there are probably 10 times as many feed manufacturers and perhaps 50 times as many brands of mixed feed being sold on the depleted market. It would seem that this combination of unfavorable circumstances encountered during the trying, readjustment period was sufficient to test the mettle of surviving feed manufacturers and to determine, definitely, the exact status or economic justification of the ready-prepared ration idea.

As serious and discouraging as these economic factors may seem, they are neither as alarming nor as destructive to the mixed feed industry as certain practices and policies employed by the prepared ration manufacturer who builds his feed around or adds a generous percentage of some coarse unpalatable by-product or cereal refuse, that in itself is not worth the actual cost of transportation, let alone the cost of bags, bagging and handling. Even though these bitter or high fiber materials are sweetened with molasses, flavored with oil meal and garnished with cracked corn or crimped oats or sophisticated in such a manner as to annoy or confuse the Control Officials, yet technically comply with the prescribed regulations, there is absolutely no economic justification for their use or tolerance in ready-mixed feeds. If perchance the manufacturers or assemblers of such by-products would honestly identify these materials and attempt to establish an outlet for them at prices commensurate with their energy or feeding value, the public would not be long in relegating many of them to the ash heap. Under existing conditions of trans-



portation and considering present values of coarse grains and concentrated by-products, it is an imposition on the intelligence of the breeder or feeder of live stock to even ask him to pay out good money for such materials. When such coarse products are incorporated in ready-mixed feeds they not only depress digestion but they actually check growth or limit production. It may be possible, for a time at least, to fool the farmer who buys them, but one cannot actually fool the cow that eats them; for she gets out of any given mixture exactly what the manufacturer puts into it. To paraphrase, "even a cow with her so-called four stomachs cannot make a silk purse out of a sow's ear." It is common knowledge that none of the low grade mixed feeds that are built around a high fiber by-product ever fulfill the extravagant claims that are advertised or claimed for them by the manufacturers or their selling agencies. In reality such concerns are in the feed business only to make money rather than efficient or economical feed.

I am firm in my conviction that the worst enemy of the mixed-feed business and the greatest menace to the ready prepared ration idea are those sinister and selfish influences which dominate and operate within the industry itself, constantly endeavoring to influence tolerant legislation and desperately striving to deceive the public into believing that there is a wonderful something in coarse, low grade, sophisticated feeds that would justify the dairyman or the stockman in purchasing and feeding them to his farm animals. Such pernicious practices and policies, more than anything else, unsell the farmer on the use and value of honestly built mixed feeds and forces him, much against his own wishes and desires, to resort to home or shovel mixtures. Failing to obtain the desired results from this antiquated and inconvenient method, he reluctantly turns in self-defense to some co-operative agency which promises to supply him with a ready-mixed feed that will contain none of the low grade or objectionable ingredients. Unfortunately the manufacturers of approved or responsible brands of ready-to-feed rations are denied an extended and well deserved patronage due to the misrepresentations and unpopularity of the inferior grades of assembled mixtures. The public has never been able to solve the mystery that has always shadowed the ready-mixed-feed business and it never will until the better element in the feed industry take a firm and open stand against the unethical or gumshoe tactics that have, in too many instances, been tolerated by the suspecting public.

As to the economic justification of the ready-prepared-ration idea, there is no occasion for argument. That properly compounded mixed feeds have many advantages, no one can intelligently deny; that they meet the exacting demands of a great many live stock feeders and poultry raisers is undisputed. The farmer is very glad to be relieved of bother, worry and trouble of buying the several ingredients and mixing them, for frequently it is difficult, if not impossible, for him to assemble the various products when he wants them or to turn out uniform batch mixtures, as feeds vary so widely in their protein, carbohydrates and fibre content. It is very easy to figure out on paper just how the farmer might purchase the various ingredients commonly employed in prepared rations and to mix them at a profit or saving, but it is a vastly different problem to actually assemble the products when he wants them and to really find the new dollar saved in the transaction. The users of commercial fertilizers practiced and advocated home mixing until they encountered some costly experiences and finally discovered that it was not only more convenient but actual economy to purchase ready-mixed goods. The fertilizer manufacturers played fair with farmers, gained their confidence and respect through executing extensive educational and publicity campaigns and by rendering an honest service to their patrons. Likewise the manufacturer of compounded feeds must justify his existence by distributing a quality product that will constantly produce profitable results to the user rather than resort to putting out a mere mixed feed for the low dollar.

I have had occasion to view these problems from the angle of the college man, the station worker and the farm manager. I have made an extensive research of the mixed feed industry from the manufacturer's standpoint in an honest endeavor to bring the conflicting obstacles into public view and solution. I have given you frankly what I believe to be a fair and impartial statement of some of the existing problems that confront the mixed feed industry. I believe explicitly in the ready-mixed feed idea. It is sound both in theory and practice. A great many of our most successful and progressive dairymen, breeders and feeders of live stock and poultry are absolutely sold on the economic value of complete rations, but the sheep must be separated from the goats. I fully appreciate the courtesy extended by this Association and the privilege afforded to present these problems for your kindly consideration. I know that the Feed Control Officials have the most profound respect for the manufacturers who are building honest rations and who are exerting every possible effort to serve the live stock industry faithfully and efficiently.

H. A. Halvorson of Minnesota read a paper on "A Chemical and Physical Study of Wheat Mill Feeds"; and G. S. Fraps of Texas followed with "Composition and Feeding Value of Wheat By-Products."

W. G. Campbell, chief of the Bureau of Chemistry spoke on the importance of co-operation between state and Federal officials.

Tentative definitions adopted as final follow:

Chopped Alfalfa is the entire Alfalfa hay, chopped, and not ground finely enough to become a meal. It must not contain an admixture of Alfalfa straw or other foreign material.

Ear corn chops is corn and cob, chopped, without the husk, with not a greater proportion of cob than occurs in the ear corn in its natural state.

Head chops consist of the entire head of the grain Sorghums, chopped, and should bear the name of the Sorghum from which it is made. This includes among others, Kaffir head chops, Milo head chops, Pterita head chops, and Sorghum head chops.

Head stems consists of the head of the grain Sorghums, from which the grain has been removed, and should bear the name of the Sorghum from which it is made.

41.12 per cent protein cottonseed meal, choice quality, must be finely ground, not necessarily bolted, perfectly sound and sweet in odor, yellow, free from excess of lint, and by analysis must contain at least 41.12 per cent crude protein, equivalent to 8 per cent of ammonia.

Cottonseed meal not fulfilling the above requirements as to color, odor or texture, shall be branded off quality.

38.56 per cent protein cottonseed meal, prime qual-

ity, must be finely ground, not necessarily bolted, of sweet odor, reasonably bright in color, yellow, not brown or reddish, free from excess of lint, and by analysis, must contain at least 38.56 per cent crude protein, equivalent to 7½ per cent of ammonia.

Cottonseed meal not fulfilling the above requirements as to odor, color or texture, shall be branded off quality.

36 per cent protein cottonseed meal, good quality, must be finely ground, not necessarily bolted, of sweet odor, reasonably bright in color, and by analysis must contain at least 36 per cent crude protein, equivalent to 7 per cent of ammonia.

Cottonseed meal not fulfilling the above requirements as to odor, color or texture, shall be branded off quality.

Fish meal shall be the dried, ground tissues of fish made from undecomposed fish, with or without the extraction of part of the oil.

Fish residue meal shall be the clean, undecomposed residue from the manufacture of glue or other fishery products and to be from non-oily fish.

Maltose process corn gluten feed is the dried residue from degermed corn, after removal of starch in the manufacture of malt syrup.

Ground barley is the entire product obtained by grinding clean, sound barley, containing not less than 90 per cent pure barley and not more than 10 per cent of other grains, weed seeds and other foreign material and not more than 6 per cent fiber. Provided that no portion of this stated 10 per cent of other grains, weed seed or foreign material shall be deliberately added.

Mixed feed barley is the entire product obtained by grinding country run barley containing not less than 75 per cent pure barley and not more than 25 per cent of other grains weed seeds and other foreign material. Provided that no portion of this stated 25 per cent of other grains, weed seeds or foreign material shall be deliberately added. The ingredients must be stated as barley, other grains, weed seeds and other foreign materials.

The following tentative definitions were referred to the Executive Committee:

Rice Bran is the pericarp of bran layer of the rice grain with only such quantity of hull fragments as is unavoidable in the regular milling of rice.

Standard middlings, maximum fibre, 9.5 per cent; flour middlings, 6.0; red dog flour, 4.0; brown shorts, 6.5; gray shorts, 5.5; white shorts, 3.5.

The election of officers resulted as follows: Dr. W. F. Hand, state chemist, Mississippi, president; H. H. Hanson, Delaware, vice-president; Arthur W. Clark, Geneva, N. Y., secretary-treasurer.

## NATIONAL COMMITTEES

President Ben E. Clement of the Grain Dealers National Association, has appointed the following committees for the ensuing year:

Arbitration Appeals Committee—Elmer Hutchinson, chairman, Arlington, Ind.; E. M. Combs, Chicago, Ill.; W. W. Manning, Fort Worth, Texas; Jno. S. Green, Louisville, Ky.; A. S. MacDonald, Boston, Mass.

Arbitration Committee No. 1—C. D. Sturtevant, chairman, Omaha, Neb.; O. F. Bast, Davenport, Ia.; J. R. Murrell, Jr., Cedar Rapids, Ia.

Arbitration Committee No. 2—Frank B. Bell, chairman, Milwaukee, Wis.; H. W. Reimann, Shelbyville, Ind.; E. H. Bingham, Chicago, Ill.

Arbitration Committee No. 3—S. L. Rice, chairman, Metamora, Ohio; F. A. Coles, Middletown, Conn.; Thos. C. Craft, Jr., Baltimore, Ohio.

Arbitration Committee No. 4—E. W. Crouch, chairman, McGregor, Texas; E. Wilkinson, Birmingham, Ala.; Tom Connolly, Clarendon, Texas.

Arbitration Committee No. 5—Henry C. Gamage, chairman, Kansas City, Mo.; Dick O'Bannon, Sherman, Texas; L. C. McMurtry, Pampa, Texas.

Arbitration Committee No. 6—I. C. Sanford, Portland, Ore.; W. J. Macdonald, Seattle, Wash.; Rudolph Volmer, San Francisco, Calif.

Committee on Legislation—A. E. Reynolds, chairman, Crawfordville, Ind.; E. M. Wayne, Delavan, Ill.; E. C. Eikenberry, Camden, Ohio; Joe Lawther, Dallas, Texas; J. A. Daugherty, Nashville, Tenn.

Committee on Trade Rules—F. E. Watkins, chairman, Cleveland, Ohio; H. L. Strong, Wichita, Kan.; A. W. Goodnow, Boston, Mass.; E. Bossemeyer, Jr., Superior, Neb.; Otto Zimmerman, Minneapolis, Minn.

Committee on Transportation—Henry L. Goemann, chairman, Mansfield, Ohio; G. Stewart Henderson, Baltimore, Md.; John W. Radford, Chicago, Ill.; C. C. Flanley, Sioux City, Ia.; Geo. F. Powell, St. Louis, Mo.

Committee on Merchant Marine—C. B. Fox, chairman, New Orleans, La.; Geo. S. Jackson, Baltimore, Md.; Julius W. Jockusch, Galveston, Texas.

Telephone and Telegraph Service—F. C. Horner, chairman, Lawrenceville, Ill.; Lee Davis, Scranton, Ia.; Kenton D. Keilholtz, Toledo, Ohio; C. C. Miles, Peoria, Ill.; L. H. Powell, Wichita, Kan.

Committee on Membership—E. F. Huber, chairman, Minneapolis, Minn.; Phillip C. Sayles, Columbus, Ohio; F. H. Huntting, Sioux City, Iowa; W. Carey Cook, Fort Collins, Colo.; Lester Stone, Amarillo, Texas.

Hay and Grain Joint Committee—Robert B. Clark, chairman, Chippewa Falls, Wis.; Geo. S. Bridge, Chicago, Ill.; R. M. White, Duluth, Minn.

Committee on Uniform Grades—W. S. Washer, chairman, Atchison, Kan.; Jas. G. McKillen, Buffalo, N. Y.; T. M. Scott, St. Louis, Mo.; Jesse J. Culp, Warrensburg, Mo.; E. S. Bouldin, Muskogee, Okla.; J. N. Beasley, Amarillo, Texas; W. T. Palmer, Celina, Ohio; W. A. Cutler, Adrian, Mich.; A. A. Ryer, Seattle, Wash.; Jarad Watkins, Great Falls,

Mont.; E. A. Fitzgerald, Cincinnati, Ohio; Bert A. Boyd, Indianapolis, Ind.; J. L. Hisey, Los Angeles, Calif.; B. F. Schwartz, New York, N. Y.

Feed Products Committee—E. C. Dreyer, chairman, St. Louis, Mo.; W. G. Crocker, Minneapolis, Minn.; H. D. Yoder, Topeka, Kan.; Powell Smith, Knoxville, Tenn.; E. T. Stanard, St. Louis, Mo.; A. M. Blaisdell, Minneapolis, Minn.; M. D. Levy, Louisville, Ky.; M. F. Baringer, Philadelphia, Pa.; E. M. Hibbs, Kansas City, Mo.

Committee on Crop Reports—E. J. Smiley, chairman, Topeka, Kan.; H. B. Dorsey, Fort Worth, Texas; Geo. A. Wells, Des Moines, Iowa; J. W. McCord, Columbus, Ohio; Chas. B. Riley, Indianapolis, Ind.; W. E. Culbertson, Champaign, Ill.; D. L. Boyer, Mexico Mo.; C. F. Prouty, Oklahoma City, Okla.; T. J. Hubbard, Lansing, Mich.; J. Watkins, Great Falls, Mont.; H. N. Stockett, Portland, Ore.

International Relations Committee—W. B. Bashaw, chairman, Montreal, Canada; N. H. Campbell, Toronto, Canada; N. L. Leach, Winnipeg, Canada; H. N. Sager, Chicago, Ill.; J. H. McMillan, Minneapolis, Minn.; H. J. Atwood, Duluth, Minn.

Milling and Grain Joint Committee—Frank Kell, chairman, Wichita Falls, Texas; Chas. Jenkins, Noblesville, Ind.; Chas. G. Ireys, Minneapolis, Minn.; J. B. McLemore, Nashville, Tenn.; H. I. Baldwin, Decatur, Ill.

Committee on Rejected Applications—D. M. Cash, chairman, Decatur, Ill.; S. C. Armstrong, Seattle, Wash.; E. H. Beer, Baltimore, Md.

## THE GRAIN AND HAY SHOW

The gates will swing open November 26 on the most comprehensive assortment of grain and forage crops ever brought together. The number of samples at this year's International Grain and Hay Show, which is held in connection with the International Livestock Exposition, will approach the 6,000 mark.

"The annual Grain and Hay Show," said Prof. G. I. Christie, Purdue University, superintendent of the exhibit, "has already demonstrated its tremendous value in the encouragement of better agriculture and better country life. It means increased yields, less waste, and greater prosperity."

For years there had been an urgent need for an international grain exposition. After attempts to make the show self-supporting had failed, the Chicago Board of Trade volunteered to post a \$10,000 premium list for the best samples exhibited. This brought spontaneous success.

Since then the Board has twice renewed its offer, and the event now seems destined to become a permanent institution. It is sponsored and aided by the Federal and provincial governments of two nations and by the leading crop organizations of the Western World. The fact that it is conducted not for profit but solely in the interest of agriculture accounts for the united, enthusiastic support received from all farm organizations.

More than a thousand 10-ear samples of corn from a part of the exhibit. Premiums are offered for single and 10-ear samples each of White and Yellow corn; for exhibits of wheat, oats, barley, rye, soybeans, cowpeas and field peas, and for samples of seed and hay, including Red Alsike and Sweet Clover, Alfalfa and Timothy. One of the new features this year is a Junior Corn Contest participated in by several hundred boys.

At the entrance of the Grain and Hay Show a giant ear of corn will stand sentinel. It is 30 feet high. Sixty bushels of corn were required to build the freak. It is known as the "Dream of the Corn Farmer."

There will be miniature farms, complete in every detail. A strip of land is being brought from North Dakota to provide first hand information on results of certain experimental work in progress there several years under direction of Federal Government experts.

The exhibit of the United States Department of Agriculture, which covered 3,000 square feet last year, will be even larger this year, and many of the exhibits of agricultural colleges and crop associations have likewise been expanded.

Luther Burbank and other wizards of the soil will be represented by exhibits. One of these shows the evolution of corn from Indian grass. Mr. Burbank accomplished in a few years the same result which took the Indians centuries to attain.

Special railroad rates of a fare and a half for round trip tickets have been authorized by the Railway Passenger Association for all points between the Ohio and Mississippi Rivers. Canada's entry list and delegation of field experts will be 50 per cent larger than last year.

Every year the attendance at the Grain and Hay Show has been larger and more enthusiastic in praise of the effort of the officials in bringing together the very best grain and hay samples produced in this and other countries.

## HAY ASSOCIATION REPORT

The report of the annual meeting of the National Hay Association, held at Chicago on August 23-24, 1921, has just been mailed from Secretary J. Vining.



Taylor's office at Winchester, Ind. The report, as usual, is an attractive book of well over 200 pages and contains, beside the official report of the convention, much additional information such as the trade rules, grades of hay and straw, inspection and weighing rules, list of members, list of suspended and expelled members, list of undesirables, markets using National grades, inspectors, etc. In short it is a book which every hay dealer would want to have on his desk at all times for ready reference. Photo engravings of retiring President R. M. White and President W. I. Biles grace the pages of the book. Secretary Taylor is to be congratulated on the volume.

## CONTROLLING INSECT INFESTATION

BY H. A. CHAFFIN

Enoz Chemical Company, Chicago

On a subject as great in ramification as infestation, so much can be said that it would be tiresome, especially if technical. It would, therefore, be well to try to say that which may interest you, avoiding technicalities.

This year one hears so much about the alarming condition that is caused by the presence of the weevil, which has apparently infested many of the grain centers of this country. When the word "weevil" is used, it is to be understood that the reservation is made as to generalities. There are possibly a thousand different species which are very near the beetle family in form. There are those who in preparing their own existence are likewise leaving a condition suitable for another species to take up the work where they have left off within the grain. Some of these finish their work on the exterior, while others confine their depredations entirely to the interior. From the standpoint of team work the job is well completed as they move on.

Even though there are many different species of the weevil, there is one tough, old bug that has distinguished himself as the terror of the race. This insect is commonly known as the grain beetle, and again as the grain or granary weevil. It is a very dark brown in color, and the head prolongs to a snout, which bears the organs of the mouth. Its larva or worm does not possess feet or eyes. The larva resembles a maggot; it is white in color and heavy in appearance.

The method of operation consists of the female burrowing into the grain, then laying an egg, sealing it up, and proceeding to do likewise to all the grain possible, spends a lifetime on the job, which even though short, is wonderfully active. It is estimated that each female will lay from 50 to 100 eggs. The time to complete the cycle from the egg to the full grown insect is from 30 to 50 days. It is likewise estimated that each pair of these insects will produce from 20,000 to 27,000 of their kind in one season. Each egg hatching to the worm requires the contents of one grain of wheat to develop to the adult size. As to the amount of grain that they destroy, the computation can be made, by one mathematically inclined, reasonably accurate on the above formulae. To the average mind it is sufficient to understand that the magnitude is astounding.

While the writer could elaborate on the amount of damage and the loss in dollars, the information would lead to a mass of figures that are best left to the farmer, the elevator man, and the miller to figure. Much can be said on these lines, but it would appear that the foregoing is sufficient for general information.

After all, can each farmer, each grain man, and each miller say that he has really kept abreast of the times, and used an intelligent effort to combat these insects? How many are there that have done nothing. It is, therefore, to be presumed that inasmuch as the effort has been lacking to overcome, it is reasonable to expect just the condition that is prevailing. We are now at the stage where the realization of disaster compels us to pay many times the price that should have been paid, and possibly to accept theories that are sensible and safe.

Among those who have done nothing are those who are not troubled and are not paying now. They do not think that they have infestation, and if any, it amounts to a few insects only. Whether the infestation is of the pronounced stage or only in the beginning, it must be understood that proper efforts must be made, and the sooner, the better.

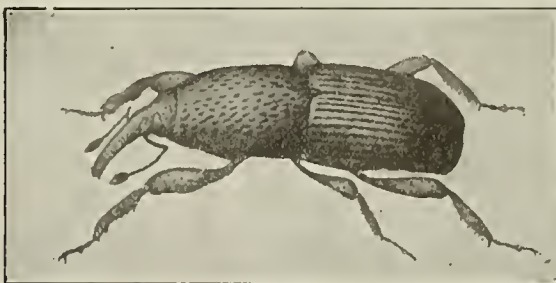
One theory which is not without merit, but which is not entirely sound, is that the worst insect infestation develops after a mild winter. It is thought by some that the present evil is due to this condition. This should not be followed as an absolute truth. As a matter of fact, a mild winter and an early spring provide only a longer period of propagation, therefore, there are more insects. A severe winter does not mean that the insects are thereby exterminated. They do to a certain extent hibernate and remain dormant, but nature provides

for their preservation, and the insect carefully selects its abode over the winter. Hatching of eggs is delayed by low temperature. If every grain crop were as sure as the insect crop, the farmers' prosperity would be assured.

It is bad taste to provide a pessimistic view of what may be in the future. The idea is to act on the condition that now exists, and to ascertain what can be done to successfully overcome the pest. Heat will provide a superficial treatment if heat could be used. Gas provides the same kind of a treatment and is dangerous to use in most instances. This leaves the situation dependent upon the liquid treatment that can be used, and which will be safe to handle, harmless to the grain, and of extreme penetration value.

An elevator bin of wood construction is the most ideal place for infestation that can be thought of, as innumerable cracks and crevices are supplied, each stocked with all the comforts of the insect home. Cleanliness is as necessary in overcoming infestation as any of the more important items under consideration. Insects breed generally from undisturbed locations, and from these spots infestation spreads. Therefore, greater care must be used in treating grain bins, granaries, and elevators of wooden construction.

In providing a means for the cure, and following the time worn maxim that "Cleanliness is next to Godliness," a thorough clean-up is advised. Thoroughly clean up. Get into all locations. Remove all rubbish, knock down the accumulations on ledges and all parts of the plant where such matter collects. See that the corners are brushed out. Do not permit the accumulations of grain, or bran, or feed, in various locations, to remain, and do not permit it to collect. Burn this refuse as soon as possible and see that



22 times natural size. (After Girault)

### THIS IS THE "TOUGH OLD BUG"

The Grain Weevil (*Calandra granaria*).—The adult is a small cylindrical beetle about one-sixth of an inch long, with head prolonged into a snout. In color it ranges from shining chestnut brown to nearly black and is very firm and hard. The larva is footless, white and maggot-like and works inside the kernel.

it is all burned, too. Brush down walls and ceilings, and pay particular attention to sacks and where they are stored. As a matter of fact the thorough clean-up is the most important of any method that can ever be suggested. The more complete and thorough the clean-up is, the greater the success will be.

In itself the clean-up alone provides the means of laying open the points to be covered in the chemical application, as you are then in the position to effectively penetrate when you spray, and to have unretarded access to the exposed locations that dust and accumulations protect. The spraying process must be thorough and complete. Remember, you are not only after the insects, but you are to destroy the eggs as well.

This entire method starts on the theory that you should make your plant unattractive to insect life. That you must start at the root of the evil and see that your plant will not in itself provide the insects. By beginning at this point you place yourself in the position to devote your attention to your receipts. In this capacity you can control.

In speaking of superficial treatments let us say, by that we mean, gas and heat cannot penetrate in the quantities supplied, without pressure it cannot be expected. With gas the treatment is either at high spots or the low spots, as it is either lighter or heavier than air. A treatment must be thorough, complete, and penetrating in order to get maximum results.

There is one way only to control this loss effectually. It can be done. The start should be with the farmer, following to the elevator, and going still further with the flour miller, each one doing his bit, and sharing his part. Understand that the expense is to be overcome in the saving which will be made in the grain and its trade. Each branch of the handling, from the source to the finish, should follow the system, adopting it to his needs, which will effectively give good results.

For years our research work has been on the lines of moth extermination and the overcoming of loss so caused in large woolen and knitting mills, textile and cloth factories, furriers, etc. From this line, together with our general line of insecticides for household use, followed several earnest appeals from the flour mills. This developed our compound for flour mills, that has given wonder-

ful results, and on the heels of that development comes the weevil appeal from the grain shipper.

In a word we can say that we have never followed the old "bug juice" ideas, which merely consisted of mixing a few things together that ought to kill. Our beginning was made with the most exacting trade in the world—one which had to have results without injury. We know processing, which includes the important knowledge of neutralization and condensation, thereby assuring strength for maximum results, which are universally obtained. So even though there are liquids and liquids; there is a big reason why Enoz is not of the class heard of, and offered so frequently.

We have studied the grain infestation of this season carefully. We realize what it is and believe that we know how to handle it. With that idea, nearly all of our time in the laboratory has been so devoted, and we are practically ready to do the work.

We have told you how to keep infestation down in your plant, and we sincerely expect to show you how to kill the weevil in the grain. It will not be unwise to say that our process will embrace the following necessary qualifications: It can be placed in direct contact with grain; it will kill the insects instantly; it will not temper the grain, as it volatilizes very rapidly; and above all, it will not leave a taste; it is not poisonous, and cannot be exploded; and is safe to use. It is effective by contact or by fumes. The liquid will be of great importance, and every effort is being made for its further perfection to meet all conditions, which is but a question of days only.

## DOMESTIC EXPORTS OF BREAD STUFFS

Below is given the latest figures supplied by the Bureau of Foreign and Domestic Commerce of the United States Department of Commerce covering our exports of the principal breadstuffs by countries for the month of September. From their very character, these figures cannot be assembled with rapidity, and they have little of timely news interest, but they are of great value as a permanent record and many grain dealers will be surprised to see how wide is our foreign distribution of grain and grain products.

### EXPORTS FOR SEPTEMBER, 1921.

COUNTRIES—	Barley Bu.	Corn Bu.	Flour Bbls.	Wheat Bu.	Wheat Flour Bbls.
Azores, etc., Is.	.....	.....	.....	.....	1,424
Belgium .....	585,161	17,147	10,617	3,326,012	11,106
Denmark .....	186,819	200	1,473	163,997	83,108
Estonia .....	.....	.....	.....	.....	7,683
Finland .....	.....	.....	255,670	.....	57,788
France .....	.....	42,857	5,554	935,691	1
Germany .....	171,299	733,325	22,762	185,269	2,492,546
Gibraltar .....	.....	.....	.....	278,533	737
Greece .....	.....	.....	.....	.....	900
Iceland, etc., Is.	.....	.....	7	.....	1,449
Italy .....	.....	.....	.....	4,085,314	4,244
Latvia .....	.....	.....	.....	.....	4,269
Malta, etc., Is.	.....	.....	.....	205,333	7,557
Netherlands .....	391,140	86,564	1,011	490,541	3,136,881
Norway .....	9,333	51,831	.....	.....	28,450
Poland & Danzig .....	.....	.....	.....	.....	6,397
Portugal .....	.....	.....	.....	.....	903
Russia in Europe .....	.....	.....	.....	.....	23,237
Spain .....	.....	.....	.....	300,620	.....
Sweden .....	.....	.....	1,545	165,964	22,466
Turkey in Europe .....	.....	.....	571	48,319	209,401
Ukraine .....	.....	.....	.....	.....	8
England .....	3,679,779	476,464	10,657	6,469,681	237,632
Scotland .....	274,668	.....	2,990	51,427	214,791
Ireland .....	.....	85,812	2,961	42,857	734,940
Holland .....	.....	1,982	70	.....	130,220
British Honduras .....	.....	705	7	.....	55
Canada .....	52,600	15,865,644	7,941	2,661,132	5,109,193
Costa Rica .....	.....	10	.....	.....	1,654
Guatemala .....	.....	.....	.....	.....	4,010
Honduras .....	.....	.....	8	.....	6,602
Nicaragua .....	37	360	2	.....	2,004
Panama .....	30	.....	148	.....	4,750
Salvador .....	.....	.....	.....	.....	4,009
Mexico .....	4,836	1,157,179	.....	25	10,083
Miquelon, etc. ..	.....	305	26	.....	5,175
Newfoundland, etc.	.....	3,226	1,230	.....	6,628
Barbados .....	.....	.....	3,215	.....	3
Jamaica .....	8	12,000	1,969	.....	6,933
Trinidad & Tobago .....	.....	463	.....	.....	250
Other Brit. W. Ind.	3	699	2,296	.....	19,656
Cuba .....	125	122,646	1,287	.....	1,250
Virgin Islands .....	.....	771	745	.....	2,958
Dutch W. Indies .....	.....	46	3,371	.....	97,775
French W. Indies .....	.....	465	13	.....	1,238
Haiti .....	.....	.....	.....	.....	2,791
Dominican Repub.	.....	.....	160	.....	8,489
Brazil .....	.....	.....	.....	1,092,954	15,290
Colombia .....	8	.....	.....	.....	4,902
Ecuador .....	.....	.....	.....	9,100	11,342
British Guiana .....	.....	.....	290	.....	1,824
Dutch Guiana .....	.....	.....	.....	.....	2,075
French Guiana .....	.....	100	2	.....	12
Peru .....	.....	.....	.....	81,735	1,549
Uruguay .....	1,671	.....	.....	.....	2,279
Venezuela .....	53	.....	.....	.....	516
China .....	.....	4	33	33,334	.....
Kwantung .....	.....	.....	.....	.....	810
Dutch E. Indies .....	.....	.....	.....	.....	5,107
Greece in Asia .....	.....	.....	.....	.....	9
Hongkong .....	.....	.....	.....	.....	19,586
Palestine & Syria .....	.....	.....	.....	.....	82,502
Japan .....	.....	.....	.....	1,807,084	40,073
Russia in Asia .....	.....	.....	6	.....	9,587
Turkey in Asia .....	.....	200	.....	.....	15,090

Abraham Green, Joe. Kaplin, Wm. J. Bacon, L. D. Bejach and T. McLain have incorporated at Shelby County, Tenn., as the Star Coal & Feed Company. Its capital stock is \$10,000.





## EASTERN

A grain warehouse costing \$15,000 is being constructed at Duxbury, Mass., for Frank Goodrich.

A. A. Miller has taken over and will operate the grain and feed warehouse of Ebersole & Co., of Duncannon, Pa.

W. L. and J. A. Anderson are the new owners of the grain and coal business of the Strayer Bros. Company of York, Pa. Possession was given the new owners at once.

John S. Zimmerman and Jacob S. Shirk have incorporated at Lancaster, Pa., as the Osceola Trading Company. The firm will deal in grains, etc.; its capital stock is \$5,000.

To deal in grain, feed and flour, the Ackerman Grain Company, Inc., has been incorporated at Albany, N. Y. W. G. Ackerman, S. Ackerman, and E. S. Ackerman have been named as incorporators. The firm is capitalized at \$30,000.

Vernon N. Simmons has purchased the grain and coal business of Harvey P. Rowland at Hagerstown, Md. The elevator has a capacity of 10,000 bushels. Mr. Simmons will handle as sidelines, mill-feeds, fertilizer, cement, sand and other building supplies.

## CANADA

Construction work has been practically completed on the new Midland Elevator at Bowden, Alta.

A grain elevator of 35,000 bushels' capacity is being built at Berwyn, Ont., by the Gillespie Elevator Company.

A modern grain elevator is being erected by the Alberta Pacific Grain Company near its present elevator at Ryley, Alta.

The U. G. G. Elevator at Red Deer, Alta., is to be conducted under the management of M. M. Cook, until recently located at Bashaw.

The United Grain Growers is erecting a new elevator at Munson, Alta., which is practically completed. The new house replaces the one which burned not long ago.

John McCabe is no longer manager for the Farmers Elevator Company of Castor, Alta. Mr. McCabe resigned and is succeeded by E. A. Kinder, formerly buyer for the Farmers Elevator Company of Stephen, Minn.

Mr. Jones, manager of a grain elevator at Manville, Alta., was hit in the head with a large pulley on October 11 and seriously injured. He was riding in the manlift when the pulley hit him, causing him to fall about 25 feet.

## IOWA

The Fraser-Smith Grain Company has opened a branch office at Emmetsburg, Iowa. A. K. Emrich is in charge.

Gas, oils and greases are to be handled hereafter by the Farmers Union Elevator Company of Bedford, Iowa.

J. H. Junkin is succeeded as manager of the Farmers Elevator Company of Earlham, Iowa, by C. P. Lathrop.

Work has been completed on the new elevator of the Farmers Co-operative Elevator Company at Mason City, Iowa.

J. O. Larson and C. E. Glaman have purchased the elevator and coal business of Thomas Thompson at Jewell, Iowa. Possession was given October 25.

The Farmers Elevator Company at Tama, Iowa, is to be operated under the management of R. L. Friend. He was formerly manager of the Farmers Elevator Company of Dayton.

W. R. Fleming of Algona has purchased the elevator of Andrew Clausen at Forest City, Iowa. Mr. Clausen will retain his coal and feed business but will sell out completely later on.

The elevator of the defunct Farmers Elevator Company at Berkley, Iowa, was purchased by Nels Pearson of Calendar. He, in turn, sold the elevator to Carlson & Peterson of Lehigh.

A 10,000-bushel ironclad elevator is to be erected at McPherson (Red Oak p. o.), Iowa, for J. M. Lake. In addition to the elevator, store and garage, Mr. Lake will rebuild the scales, stockyards and coal sheds.

The Trans-Mississippi Grain Company's elevator at Burlington, Iowa, is to be remodeled at a cost

of \$100,000. A new track will be built, new receiving pits and legs installed, and the entire plant equipped with electricity.

The elevator of the Iowa Popcorn Company at Schaller, Iowa, has been repaired and is in first class condition for business.

The old Kennedy Elevator at Parkersburg, Iowa, has been moved to the site of the Independent Grain & Lumber Company which burned last July. The Kennedy Elevator was bought by the Independent firm some time ago.

## THE DAKOTAS

J. L. Towberman is now manager of the Occident Elevator at Hazen, N. D.

The Winner, S. D., elevator of the Nye, Schneider, Jenks Company has been opened for business.

Robert Winter has opened the elevator of the South Dakota Grain Company at Menno, S. D., for business.

The elevator of the Equity Exchange Company at Bonilla, S. D., has been leased by C. A. Mackey. He is now operating the plant.

A controlling interest in the Alexander Grain Company of Alexander, N. D., has been purchased from L. D. McLean by J. C. Smith of Homestead, Mont.

The Farmers Elevator at Egan, S. D., has been purchased from the referee in bankruptcy by Oscar Larson. He will open it for business in the near future.

The South Dakota Grain Company's elevator at Freeman, S. D., has been purchased by the Farmers Grain & Stock Company. W. H. Borman is manager.

Claus Jensen is now State Scale & Warehouse Inspector of South Dakota. He was formerly manager of the King Elevator at Gayville, S. D., where he made a fine record.

A. A. Truax and C. H. Townsend have dissolved the partnership which existed between themselves, and the grain, flour and feed business which they conducted at Presho, S. D., will be conducted by C. H. Townsend, privately.

## OHIO AND MICHIGAN

Business has been discontinued by the Pleasant Bend Grain Company of Pleasant Bend, Ohio.

C. M. Kissel & Co., have purchased the elevator at Selma, Ohio, owned by L. C. Titus.

Capitalized at \$30,000, the Martindale Bean & Grain Company has been incorporated at Bay City, Mich.

The local Farm Bureau of Minden City, Mich., has purchased the grain business of L. H. Riedel & Son.

The St. Louis (Mich.) Elevator Company is interested in the erection of a new grain elevator next spring.

W. E. King is succeeded as manager of the Arcadia Elevator Company of Arcadia, Ohio, by Rev. J. S. Snodgrass.

R. W. Powell has equipped his elevator at Castine, Ohio, with an electric motor, replacing the gasoline engine.

Work has been completed on the new elevator of Mondhank & Raab at Lancaster, Ohio. C. R. Steiner is manager.

L. L. Laing is succeeded as manager of the Farmers Co-operative Elevator Company of Owosso, Mich., by Fred Randlet.

The elevator of the Farmers Grain & Feed Company at St. Paris, Ohio, is to be rebuilt and equipped with new machinery.

The Arcanum Equity Company of Pittsburg, Ohio, controls the Pittsburg Elevator Company. The company is incorporated under the laws of Ohio.

The Minden-Palms Farm Bureau of Palms, Mich., has purchased the elevator of the Palms Elevator Company at Palms and one located at Minden.

A new wagon scale is to be installed at the elevator of the Monnett Elevator Company of Monnett, Ohio. The Sneath-Cunningham Company of Tiffin is to handle the grain department of the plant which has been idle for some time following the

failure of the Farmers Equity Exchange Company to operate it. The Monnett company is composed of about 16 farmers.

The Betts-Tinker Grain Company has put Charles H. Clark of Mt. Sterling, Ohio, in charge of its elevator located at London, Ohio.

The Farmers Elevator of Westerville, Ohio, has built an addition to its elevator and mill. A feed grinder and motor will be installed.

E. L. Bosler has been succeeded as manager for the North Baltimore Grain Company of North Baltimore, Ohio, by N. Bennett of McComb.

The contract has been let by Wm. Gregg & Sons of Upper Sandusky, Ohio, for a new grain elevator. It will replace the one destroyed by fire.

Frank M. Donovan has purchased the grain and produce business of P. H. Maloney & Co., at Belding, Mich. The sale includes the elevator, warehouse and sheds.

Henry Vogel, receiver for the defunct Bennett Milling Company of Grafton, Ohio, is to sell the property. It includes a 175,00-bushel elevator and an 800-barrel mill.

## INDIANA

Repairs have been completed at the elevator of Couch & Sons of Poseyville, Ind.

Carl Gragg is succeeded as manager of the Farmers Elevator at Lowell, Ind., by E. B. Nordwahl.

A half interest in the grain and coal business of Frank Stafford at Bluffton, Ind., has been sold by him to Pearl Lockwood of Bluffton.

Farmers in Clinton County, around Frankfort, Ind., have completed the organization of a new company to be known as the Farmers Co-operative Elevator & Warehouse.

The elevators of the Finch Grain Company at Martinsville, Ind., are to be conducted under the management of A. C. Clark. He for a number of years conducted an elevator at Tipton.

The J. C. Consodine Company has been organized in Indianapolis, Ind., capitalized at \$20,000, to deal in flour, grain and feeds. The organizers are J. C. Consodine, W. Stephens and W. B. Detroy.

On December 1 the property of the Farmers Elevator Company at Jamestown, Ind., including 30,000-bushel elevator and 40-barrel mill, is to be sold. Marion H. Roberts is receiver for the company.

The elevator at Maxwell, Ind., has come into the hands of McBane & McBane, grain dealers at Fortville, McCordsville, and Ingalls, Ind. The company also recently purchased an elevator at Greenfield, Ind.

The Lapel Lumber & Grain Company of Lapel, Ind., has been incorporated and will handle grain, lumber and building materials. The incorporators are: H. H. Nishong, J. R. Gobey and C. G. Fisher. The company is capitalized at \$60,000.

## WESTERN

C. H. Black Grain Company's elevator at Clayton, N. M., is practically completed and ready for operation.

The Akron, Colo., elevator of G. C. Miller has been purchased by the Mullen interests of Denver, Colo.

The warehouse of the Pacific Grain Company at Sprague, Wash., has been leased to the Kerr-Gifford Company.

An office to buy grain of all kinds has been established at Asotin, Wash., for the Pacific Coast Elevator Company.

A grain elevator, warehouse and feed mill are to be erected at Priest River, Idaho, for the Priest River Grain Company.

The warehouse of the Pacific Grain Company of Creston, Wash., has been leased by the Creston Union Grain Company.

After several months of idleness, the Pitt Mill & Elevator Company has been placed into operation at Lovelocks, Nev.

The capital stock of the Oregon Grain Company, located at Turner, Ore., has been increased from \$24,000 to \$45,000.

Carl Brown, A. F. Kynell and Chas. Pritts have organized at Nooksack, Wash., as the Farmers Exchange, Inc. The company formerly operated as Brown & Johnson and did a large business in



feed, lumber and coal. Mr. Brown is president and general manager; Mr. Kynell, vice-president and Chas. Pritts, secretary-treasurer.

A new warehouse costing \$40,000 is being erected at Spokane, Wash., for the Boyd-Conlee Company, grain and feed dealers there.

The elevator of the Farmers Grain Association of Campbell County at Gillette, Wyo., has been completed and is ready for operation.

The elevator at Big Timber, Mont., formerly controlled by the Montana Grain Growers has been sold by them to the Park Milling Company.

The Northern Grain & Warehouse Company of Portland, Mont., is operating the Equity Exchange Elevator at Rossfork, Mont. W. E. George is agent.

L. L. Iles and A. Iles have filed articles of incorporation as the Yakima Hay & Grain Company of Yakima, Wash. The firm is capitalized at \$20,000.

The Barrow warehouse at Machias, Wash., has been leased by Bruhn & Henry of Snohomish. They will handle a full line of grain, hay, feed and flour.

The charter of the Globe Grain & Milling Company of Los Angeles, Calif., has been amended and the capital stock increased from \$8,000,000 to \$15,000,000.

The Miller Grain Company of Salt Lake City, Utah, has filed articles of incorporation in the State of Idaho. Offices have been established at Pocatello.

A grain exchange has been opened at Tulare, Calif., by R. E. Farthing of Oakland. He will operate the exchange under the name of the Tulare Grain Company.

A new warehouse is being erected at Brigham City, Utah, by the Mutual Fuel & Grain Company of Tremont, Utah. The company started business three months ago.

After a shutdown of several months' duration, the plant of the Scio Milling & Elevator Company of Scio, Ore., has been put into operation. The new managers are J. C. Keller and Dayton E. Cooper.

To deal in grain, seed, grain products, poultry and livestock feeds, the Colt-McLoughlin Company was incorporated at Seattle, Wash. L. B. Colt, Thos. F. McLoughlin and Edw. M. Hay are the incorporators.

Simpson & Pruitt of Bozeman, Mont., have added to their business a new department for the purchase and handling of grain. J. M. Flint, formerly president of the Star Grain & Lumber Company of Wellsville, Kan., is now interested in the company.

The new elevator of the Riverton Hides, Wool & Fur Company of Riverton, Wyo., has been completed. The elevator is of frame construction and has capacity of 15,000 bushels. The building was put up by the Jones-Hettelsater Construction Company.

## ILLINOIS

The Findlay Grain & Coal Company is building a new cribbed addition to its plant at Findlay, Ill.

L. G. Cady is succeeded as manager for the Brimfield Elevator Company of Brimfield, Ill., by Leslie Hayes.

Improvements costing \$15,000 are to be made to the plant of the Tremont Grain Company of Tremont, Ill.

A new elevator is to be erected at De Kalb, Ill., for George F. Allman. Equipment for the elevator has been purchased.

A small elevator of 10,000 bushels' capacity is to be erected near Green Valley, Ill., for the Farmers Grain & Coal Company.

The elevator of the I. C. Railroad at Chatsworth, Ill., has been taken over by James H. Kerrins. Mr. Kerrins formerly operated the plant.

Claude Turner is now in charge of the National Elevator Company's interests at Hume, Ill. He was formerly grain buyer for the firm at Murdock, Ill.

The contract has been let by the Fletcher Grain Company of Fletcher (Cooksville p. o.), Ill., for a new concrete grain elevator. It will be completed by December 15.

Walter J. Houston's interest in the Blackburn-Houston Grain Company at Jacksonville, Ill., has been purchased by F. J. Blackburn. He will operate as the F. J. Blackburn Company. The interest sold includes elevators at Jacksonville, Naples and Sinclair.

O. Jones has entered the grain business at Chrisman, Ill., and has become associated with the R. L. Waldruff Grain Company, which has changed its name to that of Jones & Waldruff. The company will also operate at Chrisman and Scott's Crossing with Oscar Jones as manager.

Homer Andrews has succeeded the F. M. Robertson Grain Company, the Robertson-Conover Grain Company, R. B. Andrews & Co., Van Gundy & Andrews and the G. L. Hight Grain Company at

Walker, Ill. The F. M. Robertson Grain Company will devote all of its time to the cash grain brokerage business in its Decatur office.

At public sale in September, the elevator of the A. K. Hartley Estate at Chrisman, Ill., was purchased by the Chrisman Grain Company, W. B. Swank, J. M. Wasson, R. P. Morris and E. K. Coe are members of the firm.

The contract has been awarded by the H. C. Cole Milling Company of Chester, Ill., for a new reinforced concrete elevator of 350,000 bushels' capacity. The plant will include storage bins and modern handling and working equipment.

The elevator of the Turner-Hudnut Company of Chandlerville, Ill., has been taken over by the recently organized Farmers Co-operative Elevator Company. J. W. Abbot will be retained for the time as special adviser. W. A. McNeil of Flat Meadow is manager of the new firm.

A new elevator and warehouse are being erected at Crossville, Ill., for the Igleheart Bros. This is the third elevator to be erected at Crossville. The new one will take the place of the one which was destroyed by fire a few months ago. The Igleheart firm now owns 35 country elevators.

The new 40,000-bushel elevator of the Macon Grain Company at Macon, Ill., has been completed. This replaces the one which burned April 7. There is also storage capacity for 2,500 bushels of ear corn. It is operated by steam power; the power plant is located in a new brick and concrete engine house.

## SOUTHERN AND SOUTHWESTERN

The Liske Grain Company succeeds the A. Liske & Co. of Canadian, Texas.

The Strange Grain Company has taken over the Farmers Co-operative Association at Sentinel, Okla.

Incorporation papers have been filed by the Farmers & Merchants Elevator Company of Perry, Okla.

The capital stock of the Farmers Mill & Elevator Company of Forgan, Okla., has been increased to \$30,000.

The brick warehouse of M. A. Ray at Covington, Tenn., has been leased by Hagner & Owen, local grain brokers.

McShane Bros. of Eureka Springs, Ark., have sold out to their competitor, E. C. Davis, a grain and feed dealer.

A large grain warehouse has been completed at Bonham, Texas, for the Bonham Compress & Warehouse Company.

L. E. Large, a grain dealer of Wichita, Kan., recently visited Lubbock, Texas, with a view of establishing an office there.

The capital stock of the Farmers Mill & Elevator Company of Forgan, Okla., has been increased from \$15,000 to \$30,000.

Repairs have been completed to the house of the Texline Co-operative Equity Exchange of Texline, Texas. J. L. Davis is manager.

A grain elevator of 12,500 bushels' capacity is to be erected at Forsyth, Ga., for F. T. Bridges, H. H. Hardin, S. Rutherford and A. W. Bramblett.

The plant of the Howe Grain & Elevator Company of Howe, Texas, which burned, is to be reconstructed. The loss amounted to \$75,000.

Grain and feed are now handled by Peden & Sanders, who have been conducting a retail coal business at Childress, Texas, for some time.

The elevator of the North Texas Grain Company at Pampa, Texas, has been purchased by the Great West Mill & Elevator Company of Amarillo, Texas.

The Farmers Union Co-operative Exchange has been incorporated at Albion, Okla., capitalized at \$10,000. W. G. Wilson and others are the incorporators.

Offices in the Falls Building, Memphis, Tenn., have been opened by the Marshall Grain Company of Oklahoma City, Okla. Charles W. Friss is in charge.

A charter has been issued to the Farmers Union Exchange of Holdenville, Okla., capitalized at \$5,000. H. M. Stillwell and others are interested in the company.

Henry Conyers, manager of the National Grain Company of Oklahoma City, Okla., has closed the company's office and entered the automobile accessory business.

The contract has been let by the Hall Milling Company of Sylvester, Ga., for the erection of a \$10,000 elevator. The plant will handle corn, peas, beans, peanuts, etc.

D. D. Spurlock, W. R. Gamble and Arthur Williams have incorporated at Stratford, Texas, as the Farmers Equity Elevator Company. The firm is capitalized at \$15,000.

A modern elevator, equipped for handling grain, peas and peanuts has been completed and put into operation at Waynesboro, Ga. The elevator was erected under the direction of the Chamber of Commerce. The elevator has a capacity of 15,000

bushels and includes eight bins in the main part of the elevator and four bins over the mill room. The elevator is operated by electricity. V. L. Hendricks is buyer.

Articles of incorporation have been filed by the Hammon Mill & Grain Company of Hammon, Okla. Its capital stock is \$50,000. W. L. Hutcheson, A. F. Sullins and E. G. Commons are interested.

A. L. Jones and B. F. Montgomery of Tahoka, Texas, have organized the Tahoka Coal & Grain Company and have bought the business at that place of the Edwards Bros. Coal & Grain Company.

The Farmers Grain & Produce Company of Texarkana, Ark., has been reorganized and is known as the Merchants Grain & Produce Company. R. G. Hyatt and S. L. Sowards are at the head of the organization.

A grain elevator at Woodward, Okla., is to be leased, bought or built by the Woodward local of the Oklahoma Wheat Growers Association. The Munn Brokerage Company of Enid has contracted to direct the sale of the Association's wheat.

The Sweetwater Mill & Elevator Company of Sweetwater, Texas, has sold its property to W. R. Sadefer of Plano, Texas. The plant will be put into operation at once. It has been equipped for milling flour and feed but has not been in operation for some time.

R. E. Nelson and Frank W. Nelson have organized a partnership and will operate a grain business at Clinton, Okla., as the Nelson Grain Company. The company will also conduct a grain elevator. Mr. Nelson is president of the Oklahoma Grain Dealers Association.

A partnership has been formed at Weatherford, Okla., by R. L. Lockstone and W. O. Wheeler. They will operate as the Wheeler Grain Company. Mr. Wheeler was formerly manager of the Weatherford Milling Company, and Mr. Lockstone was formerly manager of the White Lumber Company.

The Hermitage Elevator at Nashville, Tenn., formerly owned by the Illinois and Southern Railroads was bought by Charles D. Jones at public auction for \$27,500. The elevator has a capacity of 500,000 bushels. Mr. Jones is a well known grain man and is at the head of Charles D. Jones & Co., grain dealers.

The Southwestern Flour & Grain Company has opened an office in the Terminal Arcade, Oklahoma City. E. A. Glass and A. A. Webb are interested in the company which will do a local business and eventually an export business. The company has contracts with five mills in Oklahoma and three in Kansas to handle their flour.

## MINNESOTA AND WISCONSIN

J. Y. O'Neill is succeeded as manager of the L. D. Harris Elevator at Stewartville, Minn., by J. Q. Haney.

The elevator of E. B. Erickson at Canby, Minn., is to be repaired and a new foundation and spouting put in.

The Harris Grain Company is now operating the elevator of the Atlas Elevator Company at Maynard, Minn.

The Merchants Elevator at Trosky, Minn., has been leased by the Western Grain Company. L. Nelson is manager.

William Kuehl has left Galena, Minn., and moved to Ormsby, Minn., where he will be manager of the Farmers Co-operative Elevator.

Overhauling and repairing have been done to the plant of the Acme Elevator Company at Litchfield, Minn. G. S. Kessel is manager.

The Farmers Elevator Company of Walnut Grove, Minn., has erected a new coal shed and a new coal conveyor has been installed.

The elevator at Watertown, Minn., has been purchased by the Watertown Co-operative Grain & Fuel Company. No changes have been made.

The Farmers Elevator at Currie, Minn., has been repaired. A new motor has been installed; the elevator wired; and a new foundation put in.

The Monarch Elevator Company has taken over the Northwestern Elevator at Maynard, Minn. Arthur Miller has been retained as manager.

The grain elevator and flour and feed warehouse at Random Lake, Wis., have been purchased from J. P. Altenhofen by the H. W. Berger Company.

A new warehouse is to be built this spring at Merrill, Wis., for the Lincoln Milling & Elevator Company. The details have not as yet been completed.

The erection of a new elevator by the Pfeiffer Grain & Elevator Company at Durand, Wis., has been deferred by it until next spring. The elevator, which will be started March 1, will be 35x80 feet and will cost \$12,000.

Five tanks owned by the Electric Steel Elevator Company of Minneapolis, Minn., have been leased by the Equity Co-operative Exchange. Its capacity is 500,000 bushels. With this new addition, the Equity will have a capacity of 1,000,000



bushels. The rental of the five tanks will amount to \$35,000, for the period ending August 1, 1922, and includes specified handling service by the elevator company.

H. J. Butler is now connected with the Minneapolis office of the Itasca Elevator Company of Duluth. He was for 18 years past with the H. Poehler Company of Minneapolis.

O. D. Smith is succeeded as manager of the Farmers Co-operative Elevator Company of Tracy, Minn., by D. Zellmer. Mr. Smith was formerly manager of the Farmers Co-operative Elevator Company of Currie.

C. S. Sheffield is now superintendent of the Exchange Elevator at Minneapolis which W. D. Gregory and B. B. Sheffield recently purchased from the Poehler interests. Mr. Sheffield was formerly with the Twin City Trading Company.

To deal in grain, flour, feed, produce, etc., the Birnamwood Equity Co-operative Association has been incorporated at Birnamwood, Wis. The company is capitalized at \$25,000, and was organized by J. Grill, J. Krull and W. E. Schmidt.

To deal in barley, malt, etc., the Northern Malt & Hop Company has been incorporated at Milwaukee, Wis., capitalized at \$30,000. Charles K. Beck, Wm. F. Quick and A. L. Skolnik are interested. The company will establish a branch at Fond du Lac, Wis.

The Great Northern Milling Company has completed its new elevator at St. Cloud, Minn. The new structure replaces the plant destroyed by fire in April, and has been under construction since last July. The elevator has a capacity of 40,000 bushels and cost \$25,000.

The Durham Lumber Company which recently bought the property of the Community Milling Company of Neenah, Wis., has made arrangements for converting its large coal elevator into a grain elevator. It will be conducted in connection with the mill. Before long it is expected that another grain elevator will be built.

After being in the elevator, warehouse, feed mill and commission business at Eldorado, Wis., for 30 years, Jay Dyer has sold out to the Eldorado Shipping Association. Mr. Dyer will retire from business. F. W. Abbs is president of the shipping company, which is operating under the Wisconsin Co-operative Exchange Laws.

The holdings of the Osceola Mill & Elevator Company have been taken over by the Bartlett Frazier Company. The property consists of mills and elevators at Luck, Wis., Cokato, Minn., and Fairmount, S. D., and warehouses along the Soo Line. The elevator at Luck has been conducted under the name of the Bartlett Frazier Company for some time.

#### MISSOURI, KANSAS AND NEBRASKA

A grain elevator is to be erected at Garnett, Kan., for John McClune.

The Producers Grain Company of Penasosa, Kan., is under the management of T. R. Douglas.

The new elevator of the Farmers Equity Exchange at Grafton, Neb., has been completed.

A concrete elevator is to be erected at Louisiana, Mo., for the Louisiana Elevator Company.

A new grain elevator is being opened at Ness City, Kan., for the Farmers Co-operative Company.

A grain business is to be conducted at Prairie Lick (Boonville p. o.), Mo., by Wm. Robein & Son.

J. R. Breazeal and others have incorporated at Ozark, Mo., as the Ozark Farm Club Elevator Company.

The Orient Grain Company is interested in the erection of a grain elevator at Hamner (p. o. Milton), Kan.

L. H. Hanson now owns and operates the elevator of the Dolphin-Jones Elevator Company at Wausa, Neb.

A new elevator is being erected at Coats, Kan., for the Farmers Elevator Company. An office is also being built.

Capitalized at \$35,000, the Farmers Co-operative Grain & Livestock Company has been incorporated at Dorchester, Neb.

Capitalized at \$30,000, the Marceline Elevator Company has been incorporated at Marceline, Mo. E. W. Knott is manager.

The Farmers Elevator which was recently bought by Frank Roby, at Kearney, Neb., is being improved with a new addition.

The partnership at Penokee, Kan., known as the Penokee Grain Company, has been dissolved by F. H. Greiff and C. L. Kobler.

The elevator at Kinsley, Kan., owned by the Kinsley Milling Company, has been purchased by the Hillyer Grain Company of Dodge City.

In all probability the elevator of the Farmers Elevator Company at Hill City, Kan., is to be razed and a new one erected to take its place.

The Robinson Grain Company's new elevator at Wakeeney, Kan., is now completed and ready for

business. W. F. Dillinger is in charge as manager. He was formerly with the Hays Mill & Elevator Company.

The new elevator of the Farmers Co-operative Grain Company of Gordon, Neb., is practically completed and will be ready for operation shortly.

The elevator of the Farmers Elevator Company at Walthill, Neb., is to be remodeled; a new foundation has been put under the elevator and a waterproof concrete pit built.

Work has been completed on the elevator of the Farmers Elevator Company at Santanta, Kan. The capacity of the plant has been doubled and improvements have been made.

The Newton Milling & Elevator Company of Newton, Kan., is to be represented in the upper peninsula of Michigan by James Dugan. Mr. Dugan came from Kansas City.

The elevator of Tom Howard has been sold by him to Wm. Steadman of Verdon and J. G. Evans. The elevator is located at Shubert, Neb. The new owners took possession November 1.

The Farmers Union Mercantile & Elevator Company of Fairview, Kan., has been succeeded there by the Farmers Elevator Company. J. F. Walton has succeeded Ben Marker as manager.

The Nye-Schneider-Jenks Company has taken over the management and operation of the elevators at Diller and Anselmo, Neb., which were

formerly operated by the Central Granaries Company. The one at Diller is under the management of M. Bell; that at Anselmo, under H. A. Kepler.

The controlling interest in the Pierce City Grain Elevator Company, Pierce City, Mo., has been sold by the Locke Realty Company to N. L. Jones, who has been manager of the company.

Last summer Eugene Fitts, Jr., of Belleville, Kan., purchased the Agenda Mill & Elevator at Agenda, Kan. He has now sold the property to A. J. Anderson of that place who has been repairing it and will continue the business.

I. L. Whitehead, Wm. A. Wyatt and R. C. Davis have organized at Charleston, Mo., as the Whitehead-Davis Grain Company. The firm will occupy the offices of the Crenshaw Grain Company. O. A. Crenshaw is connected with the new firm.

G. H. Mitchell has taken the place of T. J. Hartman as manager of the Farmers Elevator Company of Elwood, Neb. Mr. Hartman resigned early in September. Mr. Mitchell was formerly manager of the Farmers Co-operative Association of Belgrade.

The Independent Elevator Company's new elevator at Deane (Benkelman p. o.), Neb., has been completed. It has a capacity of 10,000 bushels and is equipped with automatic scale, 10-ton Fairbanks Wagon Dump, registering beam type scale and 12 horsepower gas engine.

## OBITUARY

**BADGER.**—J. S. Badger died on October 12 while on a business trip to Montana. He was connected with the Badger-Hudson Grain Company of Pawnee, Okla.

**BELL.**—After a short illness from bronchitis, J. G. Bell died at his home in Strathmore, Alta. He was local agent there for the Bawlf Grain Company.

**BLANCHARD.**—A. Blanchard, prominent for 40 years in the flour and grain industries in the State of Minnesota, died suddenly at his home in Florida recently. Up to 1913 he had been secretary and part owner of the Marshall Milling Company, Marshall, Minn.; he had been with this firm for 25 years. Mr. Blanchard was 60 years old.

**BOYD.**—After suffering for a long time from paralysis, L. C. Boyd of Indianapolis, Ind., died at his home in Indianapolis. He was a member of the Board of Governors of the Indianapolis Board of Trade. His widow, one son and a daughter survive him.

**COX.**—A. F. Cox dropped dead recently at Peoria, Ill. He was a grain buyer for years for the Turner-Hudnut Elevator Company of Manito, Ill.

**DAGGETT.**—On October 30, George H. Daggett died at Lake Minnetonka, Minn. He was at one time prominently identified with the grain trade at Minneapolis. He moved to Medford, Ore., some years ago in quest of health, but returned to Minneapolis and finally settled at Lake Minnetonka. His widow, one son and a daughter survive him.

**FISHER.**—Aged 58 years, Ira Fisher died at Haven, Kan. He was a prominent grain man of that city and was manager of the Farmers Grain Company.

**FRIEDLEY.**—On October 29, Jacob I. Friedley died at a hospital in Columbus, Ohio, aged 60 years. He was until two years ago the owner of the Attica Elevator and was also interested in the Carrothers Elevator.

**GUNNELL.**—Heart failure caused the sudden death on October 28 of J. A. Gunnell, manager of the Continental Grain Company. He was at one time secretary of the Missouri Grain Dealers Association. Burial was at Baring, Mo.

**HAINES.**—A. S. Haines died at his home in Kansas City, Mo., on October 13. He was one of the organizers and the first secretary of the Kansas City Board of Trade. He erected the first building in Kansas City used for storing grain. Mr. Haines retired from active business about 20 years ago.

**HEWITT.**—Apoplexy caused the sudden death of F. D. Hewitt, a prominent hay receiver and shipper, with offices at Jersey City, N. J., on October 17. He was a member of the New York Hay Exchange Association and also of the New York State Hay & Grain Dealers Association. His widow survives him.

**KITTLESAN.**—C. E. Kittleson died recently. He was manager of the Farmers Lumber & Grain Company of St. Ansgar, Iowa.

**KLEIN.**—Joseph Klein recently passed away at his home in Hospers, Iowa. He had for years

been connected with the Button Elevator Company. He leaves four children.

**LeVALLEY.**—Jonathan R. LeValley died on October 19. He was a member of the Chicago Board of Trade for 41 years. He was forced to retire from business in 1919 because of ill health. He is survived by his widow and five children.

**LOGUE.**—R. E. Logue was killed accidentally by the discharge of a shotgun. He was a grain man engaged in business at Washburn, Texas. Mr. Logue was 59 years old.

**MASKELL.**—John Maskell, a grain buyer living in Minneapolis, Minn., was killed in an automobile accident when his machine went down an embankment near Medicine Lake.

**MOE.**—John Moe was killed in an automobile accident. He had for 30 years been in the grain buying business at Baltic, S. D. Mr. Moe was 69 years old.

**NEAL.**—Acute indigestion caused the sudden death of Charles T. Neal, well known Omaha grain dealer. Mr. Neal was at the head of the Neal Grain Company. During the war he was vice-president of the United States Grain Corporation at Omaha. His widow and two sons survive him.

**PASSMORE.**—On October 8 after a lingering illness, Mrs. R. H. Passmore died at a Minneapolis hospital. She was active in the grain business and for a number of years was manager of the P. B. Mann Company, grain commission merchants, which was organized by her father. Mrs. Passmore also organized and conducted the Anchor Grain Company. Two daughters survive her.

**PFARRIUS.**—As a result of an operation for gallstones, E. Pfarrrius died at his home in New York City. He was at one time head of one of the largest grain exporting companies in New York but retired from business a couple of years ago.

**PERRIN.**—Aged 72 years, Charles G. Perrin died at his home in Kansas City, Mo. He was a charter member of the Kansas City Board of Trade, and when he retired from business three years ago he was the oldest merchant in active business in Kansas City.

**RADKE.**—Charles Radke at the age of 47 years died at his home in Enid, Okla., following a stroke of apoplexy. He was a grain dealer at Jet.

**REYNOLDS.**—On October 23, Charles H. Reynolds died at Los Angeles, Calif. He was for years a prominent member and formerly director of the Los Angeles Grain Exchange.

**SAUNDERS.**—Following an operation, Willis I. Saunders of Chicago, Ill., died on November 9. Mr. Saunders had been connected with the Chicago Board of Trade for more than 35 years.

**SCHMIDT.**—Joseph W. Schmidt died suddenly on October 23 at his home in Chicago, Ill. He was a member of the Board of Trade there, having joined that exchange in 1904. He had for years been an oats trader for Young & Nichols. Lately he had been operating as broker on his own account.

**SCHIFFLIN.**—After a long illness, Philip H. Schifflin died at his home in Chicago on October



23. Mr. Schiffin was one of the oldest and best known grain receivers in Chicago and started to work in the grain business when he was but 14 years old. Since then he has been connected with only two firms, Henry Hemmelgarn & Co., and P. H. Schiffin & Co., of which he was president at the time of his death. Two sons and one daughter survive him.

STURMAN.—A Sturman died on October 24 from heart failure. He had for a long time been identified with Sturman & Gamble, Dahlgren, Ill.

SMITH.—Walter W. Smith was killed in an au-

tomobile accident. He was president of the Leising Grain & Lumber Company of Chicago Heights, Ill. He was 44 years old. His widow and five children survive him.

TAYLOR.—Aged 80 years, Thomas J. Taylor died at his home in Oklahoma City, Okla. He was one of the first grain dealers there, having established his grain business about 30 years ago.

YOCUM.—Miss Ida Yocum died recently at her home in Reading, Pa. She was a member of the feed and flour firm of Aaron Yocum's Sons & Co. One brother and two sisters survive her.

Company of Salina. Some 14,000 bushels wheat were on hand at the time of the fire. The entire loss on the grain and about 80 per cent of the loss on the building were covered by insurance.

Tripp, S. D.—Three elevators at this place were destroyed by fire, the origin of which is believed to have been incendiary, on November 8. Fire was first discovered in the J. A. Truax elevator. Then fire was found in the Kayser & Truax Elevator and a few minutes later the Farmers Elevator was in flames. The loss is estimated at about \$150,000.

Palms, Mich.—On October 15 fire destroyed the elevator of the Palms Grain Company. For a time the whole town was threatened with destruction. A spark from a passing train caused the damage. The elevator contained 8,000 bushels grain and a considerable quantity of flour. The loss of \$22,250 is partly covered by insurance of \$18,600.

## RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for October:

**BALTIMORE**—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	1,320,394	3,963,510	1,813,559
Corn, bus...	508,845	594,911	111,428
Oats, bus...	52,727	325,810	236,702
Barley, bus..	79,281	126,570	2,237
Rye, bus....	605,282	911,346	124,368
Hay, tons...	935	1,448	35,000
Flour, bbls..	142,387	140,704	168,166
			1,095,092

**CHICAGO**—Reported by John R. Mauff, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	1,956,000	1,534,000	1,836,000
Corn, bus...	21,290,000	11,915,000	12,943,000
Oats, bus...	5,753,000	6,561,000	3,859,000
Barley, bus..	566,000	942,000	311,000
Rye, bus....	107,000	443,000	170,000
Timothy Seed, lbs.	4,586,000	5,676,000	3,780,000
Clover Seed, lbs.	1,235,000	969,000	784,000
Other Grass Seed, lbs.	2,445,000	2,598,000	846,000
Flax Seed, bus.	43,000	136,000	480,000
Hay, tons...	12,475	13,495	9,000
Flour, bbls..	1,006,000	584,000	707,000
			1,538

**CINCINNATI**—Reported by B. J. Drummond, executive secretary of the Cincinnati Grain & Hay Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	432,500	270,000	247,200
Shelled Corn, bus.	301,200	288,000	146,400
Oats, bus...	286,000	384,000	154,000
Barley, bus..	22,800	13,000	208,800
Rye, bus....	8,800	24,000	154,000
Ear Corn, bus.	6,688	4,800	9,600
Hay, tons...	600	1,620	12,000

**DULUTH**—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	9,604,037	9,213,480	7,581,261
Bonded Wheat, bus.	121,289	216,763	90,087
Corn, bus...	1,211,758	1,046,437	106,114
Oats, bus...	393,010	703,246	1,046,437
Barley, bus..	643,148	1,148,460	295,899
Bonded Barley, bus.	23,104	1,065	420,794
Rye, bus....	1,414,409	2,493,684	1,122,918
Flax Seed, bus.	566,852	894,135	51,098

**FORT WILLIAM, ONT.**—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	46,163,222	31,970,034	33,710,457
Corn, bus...	6,134	5,996	25,117,943
Oats, bus...	4,060,589	4,959,958	70,590
Barley, bus..	1,745,691	1,250,808	64,172
Rye, bus....	785,754	492,487	1,417,615
Flax Seed, bus.	237,727	456,958	2,312,472
Mixed Grain, lbs.	3,373,696	4,551,774	1,889,508
			966,805

**INDIANAPOLIS**—Reported by Wm. H. Howard, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	205,400	305,500	110,500
Corn, bus...	1,572,800	1,620,400	110,500
Oats, bus...	1,464,000	1,360,000	614,600
Rye, bus....	23,800	22,400	1,121,400
Flour, bbls..	43,256	38,749	854,000
			18,200

**KANSAS CITY**—Reported by E. D. Bigelow, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	7,195,500	6,667,650	181,440
Corn, bus...	928,750	351,250	5,116,500
Oats, bus...	620,500	885,700	587,500
Barley, bus..	87,000	145,500	221,250
Rye, bus....	51,700	89,100	563,500
Brn, tons...	3,160	4,400	313,500
Kaffir Corn, bus.	209,000	123,200	80,700
Hay, tons...	20,868	30,108	66,300
Flour, bbls..	94,250	47,775	33,000
			49,500

**MILWAUKEE**—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	513,000	322,900	354,072
Corn, bus...	2,890,200	882,075	2,139,200
Oats, bus...	2,633,190	1,260,480	514,237
Barley, bus..	1,067,595	865,870	1,874,495
Rye, bus....	109,810	341,130	255,000
Timothy Seed, lbs.	947,239	14,810	250,000
Clover Seed, lbs.	385,433	205,702	61,800
Flax Seed, bus.	140,769	112,980	20,595
Feed, tons...	7,740	2,940	28,509
Hay, tons...	2,045	2,040	790
Flour, bbls..	151,620	107,720	141,570
			151,603

## FIRES—CASUALTIES

Wanderoos, Wis.—The Route & Clark Elevator located at this place was destroyed by fire.

Fowlerville, Mich.—The elevator of Eugene Burkhardt & Son was slightly damaged by fire recently.

Calamus, Iowa.—A small loss was sustained by the owners of the Farmers Elevator Company's elevator by fire.

St Thomas, N. D.—Fire destroyed the elevator of the Monarch Elevator Company, together with 9,000 bushels wheat.

Lantry, S. D.—Fire destroyed the Equity Elevator together with a large amount of grain. The cause of the fire is unknown.

Lenora, Kan.—On October 31 the Fuller Elevator together with contents was destroyed by fire. The estimated loss was \$25,000.

Pingree, N. D.—Fire destroyed an addition to the Pingree Elevator on October 25. In the building were stored 5,000 bushels of oats.

Anadarko, Okla.—Fire destroyed not long ago the elevator and mill of the Mills' Bros. The loss amounted to \$12,000. H. T. Mills is manager.

Fremont, Neb.—Fire damaged the seed store of the Western Seed & Irrigation Company here. The fire originated from defective electric wiring.

Moneta, Iowa.—Fire on October 19 destroyed the elevator of the Pavik Grain Company, owned by Chas. Pavik. Mr. Pavik will reside at Hartley.

Millersville, Ill.—On October 19 fire destroyed two elevators here. The loss amounted to \$50,000. The elevators were the property of the Clark Bros.

Hot Springs, Ark.—Fire damaged to the extent of \$10,000, the storage house of the C. J. Horner Grain & Feed Company. The origin of the fire is unknown.

Palmyra, Mo.—The feed mill here owned by Ben Schilling was completely destroyed by fire with a loss of \$5,000. The loss is partially covered by insurance.

Waverly, S. D.—Fire on October 31 destroyed the elevator of the Pacific Elevator Company. About 3,000 bushels of grain were also destroyed by the fire.

Collyer, Kan.—The Wheatland Mill & Elevator Company's elevator collapsed spilling 19,000 bushels of wheat. The house is being wrecked and will be rebuilt.

Indianapolis, Ind.—A loss of \$10,000 was suffered by the Probst & Kasselbaum Company by fire. The structure was 100x50 feet, and was of wooden construction.

Buffalo, N. Y.—Damage amounting to \$5,000 was done to the Eastern Grain Company's elevator on October 12. Grain dust ignition is believed to have caused it.

Eldorado, Ohio.—Fire on October 13 destroyed the grain elevator owned by Fred Schlientz. The total loss on elevator was \$12,000; it was partly covered by insurance.

Jacksonville, Ill.—Fire on October 22 damaged the storage sheds of the McNamara-Henneghan Feed & Seed Company of this place. The damage amounted to \$5,000.

Crary, N. D.—A kerosene explosion in the grain elevator set fire to the elevator and destroyed it and 4,000 bushels of grain. One man, John Snitka, lost his life in the fire.

Shellbrook, Sask.—Fire on October 3 destroyed the elevator of the Saskatchewan Co-operative Company together with 15,000 bushels wheat. The fire started in the engine room.

Chapman, Neb.—Fire destroyed the Hord Elevator together with 16,000 bushels of grain. The building and contents were partly covered by insurance. Lee Willard is manager.

Hartline, Wash.—The warehouse of the Northwest Grain & Elevator Warehouse was demolished when the floor fell through. About 20,000 bushels of wheat were spilled on the ground.

Fort Smith, Ark.—Fire destroyed the engine room, drying room and some silos of the Best-

Clymer Manufacturing Company, which is controlled by the Temtor Products Company of St. Louis. The loss was estimated at \$35,000.

Gonzales, Texas.—The warehouse building owned by A. Newman was burned together with several hundred tons of new hay, valued at \$4,000. The building was covered by insurance.

Wakonda, S. D.—On October 6 fire destroyed the building of the Babb Elevator Company. There were only 300 bushels of grain in the building, but there was heavy loss in coal and coke.

Olney Springs, Colo.—Fire on October 4 destroyed the elevator and mill of the McCullough & Sons. The loss was \$22,000. The fire started in the elevator shaft of the new elevator.

Erskine, Minn.—Fire destroyed the elevator of the Eli-Salyards Company, containing 4,000 bushels of mixed grain. The elevator was operated until recently by J. Gull. The loss was \$18,000.

Petersburg, Va.—Fire destroyed grain, hay and feed valued at \$5,000 belonging to Covington & Ritchie. The hay, etc., was stored in the building owned and occupied by Pyne & Jones, distributors.

Wisconsin Rapids (Meehan p. o.), Wis.—Fire on October 11 destroyed the feed store of F. S. Gill. The origin of the fire is unknown. The damage to this and two other buildings amounted to \$50,000.

Sidney, Mont.—The two elevators and mill of the Russell-Miller Milling Company were destroyed by fire on October 20. A hot box is believed to have caused the fire. The loss amounted to \$140,000. The plant will be rebuilt.

Baker, Ore.—Fire of unknown origin destroyed the grain elevator of the Tri-State Terminal Company, with 10,000 bushels wheat. A warehouse and grain mill were damaged. The loss of \$50,000 is fully covered by insurance.

Pond Creek, Okla.—Together with 8,000 bushels wheat, the W. B. Johnston Grain Elevator here was burned. The elevator was owned by W. B. Johnston of Enid, Okla. The loss is estimated at \$15,000. The plant will be rebuilt.

Brighton, Colo.—On October 19 the Alfalfa mill here burned to the ground. The plant was the property of the Western Alfalfa Milling Company and was said to be the only one at which the company manufactured feed with molasses.

Broken Arrow, Okla.—A serious loss was sustained by the Tulsa County Farmers Co-operative when its elevator took fire. Locomotive sparks are believed to have caused the fire. About 5,000 bushels corn and oats were stored in the elevator at the time.

Cincinnati, Ohio.—Fire damaged to the extent of \$15,000, the grain and hay warehouse of the Bunting & Hill Company. About 250 bales of hay and a quantity of grain were destroyed. The fire started when a boy dropped a lighted match in a hole in the side of the plant.

Minneapolis, Minn.—Fire did considerable damage to the elevator of the Union Terminal Elevator Company on October 14. The fire, which started in one of the legs of the elevator, was checked by the firemen before any damage was done to the 1,000,000 bushels grain stored in there.

Montreal, Que.—Slight damage was done to the Harbor Commissioners Elevator No. 1 by a dust explosion and fire. The elevator contained 1,500,000 bushels wheat and 1,000,000 bushels corn. The fire was confined to one end of the building and the grain in only four or five of the bins was injured.

Dallas, Texas.—Spontaneous combustion caused the fire in the plant of the Pearlstone Mill & Elevator Company which entailed a loss of \$75,000. Most of the loss was covered by insurance. Several thousand bushels of grain were destroyed. The plant is to be rebuilt. J. H. Pearlstone is president of the company.

Shipton (Salina p. o.), Kan.—Live cinders from a passing locomotive set fire to and destroyed the elevator here of the Shellabarger Mill & Elevator



**LOS ANGELES**—Reported by M. D. Thiebaud, secretary of the Los Angeles Grain Exchange:

	Receipts		Shipments	
	1921	1920	1921	1920
Carloads:				
Wheat .....	227	126	.....	.....
Corn .....	192	71	.....	.....
Oats .....	44	30	.....	.....
Barley .....	94	109	.....	.....
Rye .....	3	3	.....	.....
Milo Maize...	76	56	.....	.....
Kaffir Corn...	13	2	.....	.....
Hay .....	447	293	.....	.....
Flour .....	160	96	.....	.....

**MINNEAPOLIS**—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

	Receipts		Shipments	
	1921	1920	1921	1920
Wheat, bus..	18,019,510	16,848,740	5,841,070	5,337,960
Corn, bus...	1,088,780	453,120	409,820	387,490
Oats, bus...	4,695,940	3,861,470	1,965,230	1,492,650
Barley, bus..	1,311,170	2,153,410	988,660	2,252,790
Rye, bus...	868,250	573,410	73,000	335,700
FlaxSeed, bus.	1,191,540	1,477,720	162,830	211,490
Hay, tons...	2,770	2,072	137	122
Flour, bbls...	108,685	49,624	2,039,551	1,606,723

**MONTREAL**—Reported by Geo. Hadrill, secretary of The Board of Trade:

	Receipts		Shipments	
	1921	1920	1921	1920
Wheat, bus..	7,733,508	3,544,707	7,912,731	4,229,496
Corn, bus...	7,810,827	3,356	7,029,643	85,818
Oats, bus...	1,093,393	1,023,062	534,045	215,169
Barley, bus..	1,479,637	633,695	1,154,309	827,886
Rye, bus...	1,594,151	39,301	1,525,935	531,480
FlaxSeed, bus.	199,164	65,284	.....	400
Hay, bales...	36,583	42,339	.....	.....
Flour, sacks.	552,598	257,351	443,994	311,055

**NEW ORLEANS**—Reported by G. S. Colby, chief grain inspector and weighmaster of the Board of Trade:

	Receipts		Shipments	
	1921	1920	1921	1920
Wheat, bus..	.....	.....	2,305,740	8,533,202
Corn, bus...	.....	.....	875,377	133,976
Oats, bus...	.....	.....	107,010	122,920
Barley, bus..	.....	.....	50,427	758,377

**NEW YORK**—Reported by H. Heinzer, statistician of the Produce Exchange:

	Receipts		Shipments	
	1921	1920	1921	1920
Wheat, bus..	10,925,415	.....	7,330,000	.....
Corn, bus...	563,176	.....	378,000	.....
Oats, bus...	730,845	.....	.....	.....
Barley, bus..	536,775	.....	509,000	.....
Rye, bus...	178,857	.....	100,000	.....
Timothy Seed,	.....	.....	.....	.....
Clover Seed,	1,570	.....	9,791	.....
Other Grass	.....	.....	256	.....
Seed, bags..	.....	.....	.....	.....
Hay, tons...	5,566	.....	.....	.....
Flour, bbls...	1,178,600	.....	523,000	.....

**OMAHA**—Reported by F. P. Manchester, secretary of the Grain Exchange:

	Receipts		Shipments	
	1921	1920	1921	1920
Wheat, bus..	2,161,600	3,480,000	2,934,400	3,154,000
Corn, bus...	1,282,400	763,000	1,450,400	627,200
Oats, bus...	886,000	1,738,000	750,000	948,000
Barley, bus..	160,000	169,200	128,000	95,400
Rye, bus...	235,200	262,900	91,000	207,900

**PHILADELPHIA**—Reported by S. S. Daniels, statistician of the Commercial Exchange:

	Receipts		Shipments	
	1921	1920	1921	1920
Wheat, bus..	4,099,734	2,101,471	3,072,265	2,017,913
Corn, bus...	324,604	93,081	410,959	38,571
Oats, bus...	243,507	207,808	.....	.....
Rye, bus...	261,957	182,338	249,828	175,852
Flour, bbls...	261,275	241,912	62,863	32,101

**PORTLAND, MAINE**—Reported by Geo. F. Feeney, traffic manager of the Chamber of Commerce (all export grain):

	Receipts		Shipments	
	Sept. & Oct. 1921	Oct. 1920	Sept. 1921	Sept. 1920
Wheat, bus..	956,249	95,000	526,847	.....
Corn, bus...	379,808	307,500	.....	.....
Rye, bus...	766,423	200,000	.....	.....

**ST. LOUIS**—Reported by Eugene Smith, secretary of the Merchants' Exchange:

	Receipts		Shipments	
	1921	1920	1921	1920
Wheat, bus..	3,510,165	3,584,849	3,522,410	2,675,450
Corn, bus...	2,369,094	1,259,700	1,938,945	696,960
Oats, bus...	2,477,225	2,200,055	1,919,300	1,149,725
Barley, bus..	124,800	145,600	29,120	15,430
Rye, bus...	73,700	40,732	41,580	35,230
Kaffir Corn, bus.	54,500	30,200	44,250	18,710
Hay, tons...	13,545	15,836	2,905	6,615
Flour, bbls...	589,380	335,490	709,705	368,510

**SAN FRANCISCO**—Reported by H. C. Bunker, chief inspector of the Chamber of Commerce:

	Receipts		Shipments	
	1921	1920	1921	1920
Wheat, tons.	3,934	2,499	.....	.....
Corn, tons...	1,869	4,578	.....	.....
Oats, tons...	1,578	1,081	.....	.....
Barley, tons.	51,730	30,095	.....	.....
Bran, tons...	777	246	.....	.....
Hay, tons...	3,582	5,900	.....	.....
Beans, sacks.	90,416	59,624	.....	.....

**TOLEDO**—Reported by A. Gassaway, secretary of the Produce Exchange:

	Receipts		Shipments	
	1921	1920	1921	1920
Wheat, bus..	649,640	1,068,000	274,115	130,475
Corn, bus...	187,500	105,250	74,800	38,505
Oats, bus...	196,800	463,600	212,795	219,647
Barley, bus..	1,200	2,400	2,375	.....
Rye, bus...	27,600	64,800	20,670	70,334
Timothy Seed,	.....	.....	.....	.....
lbs. ....	2,332	2,981	663	7,950
Clover Seed,	.....	.....	.....	.....
lbs. ....	7,341	5,524	973	586
Alsike Seed,	.....	.....	.....	.....
lbs. ....	1,121	346	512	126

THE laws regulating the grain trade in Bulgaria were revoked on September 14, reports the American consul at Sofia. The grain consortium was established by the Bulgarian Government in December, 1919, for the purpose of increasing exportation in cereals. The abolishment of the consortium leaves the domestic and foreign grain trade of Bulgaria entirely free.

# FIELD SEEDS

The Jefferson Seed Company of Jefferson, Iowa, has equipped its plant with a Randolph Drier.

The capital stock of the Marinette Seed Company of Marinette, Wis., has been increased to \$75,000.

The capital stock of the Adams Seed Company of Decorah, Iowa, has been increased from \$30,000 to \$500,000.

A seed department has been added to the business of P. Frederick Obrecht & Son, feed and flour dealers of Baltimore, Md.

A branch store has been opened at Hollywood, Calif., for the Diether Feed & Seed Company. Robert E. Safford is in charge.

The business of the I. G. Adamson Seed Company of San Benito, Texas, has been taken over by the Roy E. Clark Seed Company.

A warehouse with capacity for 5,000 sacks of grass seed has been purchased by the Philadelphia Seed Company, Inc., of Philadelphia, Pa.

John W. Watts is now with the Ross Seed Company in its sales department. Mr. Watts formerly conducted a seed brokerage business in Louisville, Ky.

Carter's Tested Seeds of Boston, Mass., have purchased for the consideration of \$23,000, the property of the bankrupt New York firm, J. M. Thornburn & Co.

The assets of the defunct Ross Bros. Seed Company of Wichita, Kan., have been purchased by W. J. Torrington, special collector for the Fourth National Bank.

Joseph Pribyl and A. Tathouz have organized at Omaha, Neb., as the Omaha Seed Company. Both were formerly employes of the De Giorgi Bros. of Council Bluffs, Iowa.

Capitalized at \$150,000, the Robert Nicholson Seed Company has been incorporated at Dallas, Texas. Robt. Nicholson, M. K. Kelley and James S. Adams are interested.

The wholesale branch of the seed business of the Lohrman Seed Company of Detroit, Mich., is to be enlarged and moved into larger quarters. Ernest Chamberlain is manager.

A building to be used for wholesale seed house is to be constructed in the immediate future for the Tilden Farms of Delavan, Wis. James H. Murphy is making the arrangements.

The elevator of the Small Seed Company at Evansville, Ind., has been purchased by the Diamond Mills and equipped with electric driving equipment. A new office has also been built on the grounds. John K. Jennings is general manager of the firm.

The seed plant of Henry Hirsch at 113 South Huron St., Toledo, Ohio, has been equipped with considerable new cleaning machinery and loading devices. It is in position to thoroughly reclean all seeds. The plant is located in a three-story brick building, practically fireproof with 20,000 feet of floor space.

## ALFALFA SEED POOL IN SOUTH DAKOTA

The association of Alfalfa seed growers which has been formed in South Dakota with headquarters at Rapid City, has formed a pool on this year's seed crop and claims pledges of over 750,000 pounds to date. The association announces that it expects to secure not less than 20 cents a pound for seed this year. It will certify and guarantee all seed shipped.

## FRANCE LOOKING FOR FOREIGN SEED TRADE

Special dispatches to Washington from France according to one of our exchanges indicate that the seed trade situation in that country is in rather a bad way, although growers are optimistic of the future, believing that they can win back the trade lost during the world struggle by the adoption of measures that will attract foreign patronage to them. The French advices indicate that the high prices asked by the growers at the beginning of the season had the effect of keeping foreign buyers out of that market. In fact, the 1920-21 season was disastrous. Flower seeds sold better, because they were less plentiful than vegetable seeds, but here again high prices asked by the large firms drove trade away.

## SEED MARKETING BOOK FOR FARMERS

"Seed Marketing Hints for the Farmer" has been issued by the Department of Agriculture in the form of a 32-page booklet known as Farmers Bulletin 1232. It is the work of George C. Edler, specialist in marketing seeds for the Department of Agricul-

ture. The booklet discusses the importance of seeds, preparation for market, threshing, cleaning, sacking, sampling, testing, tagging, storing; where, when and how to sell and buy; general sources, and the seed trade. There are several pictures, illustrating a cleaning machine, method of tying bags, a seed sampler, tags, interior of a seed corn drying house, and maps showing where seeds are produced and consumed. Three tables cite the normal sources of seed supply, the percentage of growers using various agencies in selling seeds, and the average purity and germination tests of the best commercial grades of seeds and commonly accepted weight per bushel.

## LARGE ARRIVALS OF ALFALFA SEED

During the week ending October 29 according to the last *Market Reporter*, there arrived at New York, subject to the Seed Importation Act, approximately 531,700 pounds of Alfalfa seed from Argentina; 269,000 pounds of Red Clover from Chile and Germany; 8,800 pounds of White Clover and 22,000 pounds of Vetch from Germany; and 247,500 pounds of rape mostly from Holland. At Baltimore the arrivals were 50,400 pounds of Rye Grass from England, and 33,600, pounds of Orchard Grass from Denmark.

The exports from New York during the same week included approximately 562,800 pounds of Redtop to Great Britain and Denmark, and 169,000 pounds of Timothy seed mostly to Great Britain. About 11,000 pounds of chaff Redtop seed were shipped from Baltimore to Holland.

## SEEDS AT KANSAS CITY

BY B. S. BROWN

The impending reduction in freight rates has a tendency to hold supplies of seed back in the country and little of interest has developed in the seed market the past few weeks. Prices for the most part are unchanged, with many quotations nominal. Dealers are awaiting the first movement of Millet and Sudan grass seed, but shippers are in no hurry to move supplies. The new Cane seed yield is generally reported good both as to quality and size. Arrivals of Alfalfa, Clover and Timothy seed have been moderate. Bluegrass seed continues to bring high prices.

Fair to good Alfalfa is quoted at \$10 to \$13 a hundred pounds, on the basis of carlots from first hands; Timothy, \$3 to \$4 a hundred pounds; Clover, \$12 to \$17 a hundred pounds; Bluegrass, cleaned, resale, \$35 to \$45. Other prices are purely nominal: Millet, \$1 a hundred pounds; Sudan grass, \$2 to \$2.25 a hundred pounds; Cane seed, about \$1 a hundred pounds.

## PROPOSED TARIFF ON CLOVER SEED

The proposed tariff provides for a duty of three cents per pound on clover seed, which is approximately 15 per cent of the wholesale value. Seedsmen, according to *Wallaces' Farmer* are protesting vigorously, claiming that this duty is a hardship on the farmer, making the Clover which he buys unreasonably high in price.

The Des Moines editor does not concur in their views. He says, in editorial comment on the matter:

"Personally, we believe that the duty on Clover seed is more justifiable than most duties. Much of the Clover seed imported from abroad has been infested with bad weed seed and very little of it grows as well under American conditions as home grown Clover seed. We have grown some of it which was absolutely unable to live over our mild-winters.

"The farmers would be better off if the duty on Clover seed were 5 or 6 cents a pound instead of only 3 cents. As a matter of fact, it might be just as well to shut out foreign grown Clover seed altogether unless it can be sold as such to American farmers."

## CLOVER COMES BACK

Market ruled sharply higher this week, say Southworth & Co., Toledo, under date of November 12. Better general demand and light offerings. Some fresh hedging sales in evidence on the advance. Receipts fell off sharply this week, only 889 bags compared with 2189 last week. Reports indicate that farmers have been liberal sellers at present prices and that the heavy movement is over in some sections. Shipments 271 bags. New York reports imports 201 sacks.

The November Government figures placed the entire Clover crop at 1,214,000 bushels against 1,360,000 last month. The final yield year ago was 1,760,000; in 1919, 1,099,000; in 1918, 1,197,000 and in



1917, 1,488,000 bushels. Total crop this year is 30 per cent under last year's final. The big loss is due to decreased acreage and much lower condition than last year. The big shortages were in Wisconsin, which showed a decrease of 187,000 bushels under last year, Illinois 129,000, Indiana 74,000, Iowa 68,000 and Ohio 23,000. Illinois replaces Wisconsin as the leading producer this year, with 204,000 bushels. Wisconsin, Iowa, Ohio, Michigan and Indiana follow in the order named.

Alsike firm. Improved demand around present levels. Trade light. Receipts this week 38 bags. Shipments none.

Timothy strong. Trade more active. Good demand on setbacks. Receipts this week 112 bags. Shipments none.

New York, Baltimore exports 300 bags.

## SEEDS FROM CZECHOSLOVAKIA

Reports coming from Czechoslovakia say that the surplus Clover seed available for export from that Republic this year will be lower than it was last year, chiefly because cattle fodder is scarce this season. In 1920, 71,800 quintals were exported; of this 35,000 quintals were Red Clover seed, the rest Crimson Clover, White Clover and Alsike. Prague seed dealers say that prices will be somewhat higher for 1921 than they were in 1920.

There are now no legal restrictions on the export of Clover seed to foreign countries except the provision that it must all be carefully labeled as to whether or not it contains coarse dodder. There is a disposition now to regard the Clover seed crop as one of the big national resources, reputation for which must be maintained. Seed for export must be tested for dodder by Government experts, and a guaranty for purity furnished.

It may also be detained a second time at the frontier when it leaves the country and reexamined. Clover seed, woundwort, Millet and Alfalfa appear on the list of goods the exportation of which is generally granted. However, Red Clover may only be sold out of Czechoslovakia under the condition that the seller disposes of a certain quantity of the same kind of seed to domestic consumers.

Clover seed is shipped in double jute bags of special thickness, containing no paper substitute for jute, weighing 1 kilo, and each having a capacity of 100 kilos (220 pounds) of seed.

## MILLET PRODUCTION FALLS OFF

The greatly decreased acreage in some of the most important producing sections, together with a smaller yield per acre, is expected to result in a production of millet seed about one-third as large as that of last year. The reduction in acreage is most pronounced in Kansas, Missouri, Colorado, and South Dakota, according to data obtained by the Bureau of Markets and Crop Estimates. This reduction was due largely to the unsatisfactory prices offered to growers last year, the slow sale and relatively large carryover of millet seed, and to the fact that the soil and climatic conditions in the spring were favorable for planting corn and sowing oats, barley, etc., which made it unnecessary to resort to catch crops, such as millet.

Hot weather and drought cut down the yield 15 to 30 per cent in Colorado, Tennessee, Kansas, Oklahoma, Texas and Minnesota. In the Dakotas, Missouri, Indiana and Iowa, however, the yield per acre was expected to be fully equal to last year.

The production of golden millet in the two leading states, Kansas and Tennessee, will be much less than last year. The acreage in these two states is estimated at 35 and 75 per cent of last year, respectively, and the yield per acre at 75 and 85 per cent, respectively.

In eastern Colorado the production of Siberian, common, and broom corn millet will be somewhat less than one-third of the large crops in 1920 because of the 70 per cent decrease in acreage and an estimated decrease in yield of approximately 15 per cent. Small crops of broom corn millet are expected also from the Dakotas because of the smaller acreage.

## THE PENNSYLVANIA SEED LAW

The salient points of the Pennsylvania Seed Law regulating the selling, offering or exposing for sale of agricultural seeds and mixture of the same for seeding purposes "are found in the following sections of the law:"

It shall be unlawful to sell, offer for sale, or expose for sale any agricultural seeds, exclusive of vegetable seeds, as defined in section one of this act, for seeding purposes, in bulk, package, or containers of 10 pounds or more, unless there shall be delivered to the purchaser, or unless the package or container in which the same shall be exposed or offered for sale shall have attached thereto in a conspicuous place on the exterior thereof, a tag or label, on which shall be plainly and legibly written or printed in the English language the following information relating to such seeds: Commonly accepted name of such agricultural seeds. The approximate percentage, by weight, of purity, meaning the freedom of such agricultural seeds from inert matter and from other seeds distinguished by their appearance. The approximate total percentage, by weight, of weed seeds. The name and approximate number per ounce of each kind of the seeds or bulblets of noxious weeds which are present singly or collectively. The full name and address of the vendor of such agricultural seeds. It shall be unlawful to sell, offer for sale, or ex-

pose for sale, as a mixture, any mixture of agricultural seeds for seeding purposes which contains not more than two kinds of such seeds in excess of 5 per centum, by weight, each, in bulk, package, or containers of 10 pounds or more, unless there shall be delivered to the purchaser, or unless the package or container in which the same shall be exposed or offered for sale shall have attached thereto in a conspicuous place on the exterior thereof, a tag or label, on which shall be plainly and legibly written or printed in the English language the following information relating to such mixture: That such seed is a mixture. The name and approximate percentage, by weight, of each kind of agricultural seed present, in such mixture in excess of 5 per centum, by weight, of the total mixture. Approximate percentage, by weight, of weed seeds. The full name and address of the vendor of such mixtures.

It shall be unlawful to sell, offer for sale, or expose for sale, as a mixture, any mixture of agricultural seeds for seeding purposes, other than the mixture specified in section five (above) of this act, in bulk, package, or containers of eight ounces or more, unless there shall be delivered to the purchaser, or unless the package or container in which the same shall be offered or exposed for sale shall have attached thereto in a conspicuous place on the exterior thereof, a tag or label, on which shall be plainly and legibly written or printed in the English language the following information relating to such mixture: That such seed is a mixture. The names of each kind of agricultural seed present in such mixture in excess of five per centum, by weight, of the total mixture. The approximate total percentage, by weight, of weed seeds. Approximate percentage, by weight, of inert matter.

It shall be unlawful to sell, offer or expose for sale or distribution of any agricultural seeds, or any mixture of the same, for seeding purposes, when such agricultural seeds or mixtures shall contain more than 3 per centum, by weight, of weed seeds, or shall contain one or more seeds of dodder (*Cuscuta* spp.) or one or more seeds of Canada thistle (*Cirsium arvense*), to five grams of such seed or mixture. Such agricultural seeds or mixtures are hereby declared to be unfit for seeding purposes, and their use for such purposes to be a menace to the public.

The Secretary of Agriculture and his agents shall have free access, at all reasonable hours, to any premises or structures, to make examinations of any agricultural seeds or mixtures intended for sale for

seeding purposes, whether such seeds are upon the premises of the owner, dealer in, or consignee of such seeds, or on the premises or in the possession of any warehouse, elevator, railway, or steamship company; and they are hereby authorized, upon notice to the owner, dealer, or consignee, or his agent, or to the representative of any warehouse, elevator, railway, or steamship company, if present, to take for test or analysis, upon tendering the fair value thereof, a composite sample of such agricultural seeds or mixtures.

## NEW YORK SEEDS TRADE INACTIVE

BY C. K. TRAFTON

An interesting feature in the local seeds market has been the continued activity in Sunflower seed, chiefly in the Argentine variety. Six large shipments have been received from that country, aggregating over 22,100 bags, compared with 6,965 bags in September. Nevertheless, prices have remained firm. The shortage of supplies in some quarters, as alluded to in our last review, was still in evidence, and hence the fresh arrivals found a ready market. Importers have sold on a large scale and in some cases reported inability to fill further orders. The imported seed was in good demand, not only because of the short western crop, but also because the quality was generally superior. In addition to the requirements of poultry feed manufacturers, there has been an unusually heavy demand for this seed as an article of human consumption. Wholesale grocers have bought in car-load lots, while smaller jobbers, principally in the Jewish quarter, have bought in smaller volume for roasting purposes. The roasted seeds, which are called "Polly seeds," are popular among the Russian Jews, being used as pumpkin and squash seeds were used in the old country. Pushcart peddlers sell large quantities at "one cent a glass," just as

[Continued on Page 408]

# HAY, STRAW AND FEED

## CANADIAN HAY CROP

The Dominion Bureau of Statistics estimates the crop of hay and Clover in all Canada for 1921 as 10,374,000 tons; of Alfalfa, 361,500 tons. The largest producers, of course are the provinces of Quebec and Ontario which produced between them about 7,500,000 tons. The amount of Alfalfa hay mentioned was of the first cutting only.

## HAY ON UPWARD TREND

The Mutual Commission Company of Cincinnati, Ohio, in letter of November 12, says: The present trend of the Cincinnati hay market is up, as a result of the light movement to this market, which has been caused by the recent low prices.

It has been demonstrated several times this crop year, that when prices on No. 1 Timothy in this market get as low as \$19, receipts immediately shut off, indicating that the hay cannot be purchased in the country to make a profit at this price.

The demand from the territory tributary to this market, is very limited as compared to previous years. Cold weather will no doubt improve the demand, however.

## STANDARDS FOR CRUDE FIBER MILLFEEDS

Tentative standards for crude fiber content in millfeeds were formulated at the recent annual meeting of the Association of Feed Control Officials at Washington, and will be tried out during the coming year. The standards set are as follows:

Standard middlings 9.5 per cent of crude fiber; flour middlings 6 per cent; red dog 4 per cent; brown shorts 6.5 per cent; gray shorts 5.5 per cent; white shorts 3.5 per cent. Wheat mixed feed 8.5 per cent. No standards were set for bran.

It is understood that these standards are merely tentative. The Feed Control Officials feel that a year's trial will demonstrate any changes which may be necessary in them.

## AN APPEAL TO HAY DEALERS

President F. M. Williams of the New York Hay Exchange Association has issued a wide spread appeal to hay and grain dealers to support the commendable work of the Horse Association of America. President Williams' letter says, in part:

"The Horse Association of America has done more to rebuild decreasing hay and grain markets than the hay and grain men themselves have done. But,—to our shame be it said,—the hay and grain dealers have not supported the work as fully as we should. Leading firms have, but the trade, in general, has not. We benefit, directly and immediately. There is not a hay or grain dealer who could not double his sales without any measurable increase in

expense. Every horse that goes into city work means, on the average, the sale of 3 tons more hay and 3 tons more grain, per year.

"The support from our group, compared with that of the other allied trades, makes us look like a bunch of pikers. Charge it to advertising, or wherever you think best, but make out an application for at least one share at once. Take more if your hay sales at 10 cents per car in July, August and September call for it, but send in your application and check NOW direct to Chicago. We profit by the work of the Horse Association of America far more than you realize. Let's be game sportsmen and do our share."

## TAGGING HAY FOR NEW YORK

The New York Hay Exchange Association recently sent out the following admonition which is equally applicable to western hay shippers:

"Considerable annoyance and loss results from poor and indistinct figures appearing upon hay tags. In instances it is difficult, if not impossible, to make out the figures. This kind of tagging is contrary to the laws of New York State. Shippers should see that good durable tags are used (cardboard and not wood), bearing large legible figures, made very plain and clear. If marking is not plain, shipper should not complain."

## SAMPLE BALES OF HAY SUBMITTED

In response to a request from the Department of Agriculture the New York Hay Exchange Association has forwarded to the Hay Standardization office of the United States Department of Agriculture at Alexandria, Va., sample bales (of the small size type) of No. 1 Timothy, No. 2 Timothy, No. 3 Timothy, shipping hay, Fancy Light Clover mixed, and No. 1 Clover mixed, selected and graded by the Exchange inspectors according to the standards of New York City grade rules. The sample bales are to be used in the study of the comparative values of color, texture and quality in the determination of grades to be used under Federal inspection of hay in compliance with an Act, effective July 1, 1919, 66th. Congress, H. R.—7413, Public No. 22. The samples offered are average bales and typical of grades used at the New York markets.

## HAY RECEIPTS LIGHT

In its letter of November 12 the, Graham & Martin Grain Company of St. Louis, says: Receipts of hay during the past week have been exceedingly light. There is very little offered and the quality of the offerings continue generally poor, being mainly of Timothy with a sprinkle of Alfalfa and Prairie.

Timothy hay market steady, receipts continue very light and while there is an urgent demand for the better grades, the lower grades are quiet.



There is very little hay in transit, and the prospects are that we will see higher prices within the next few days. Receipts of hay here for two days were not over 12 cars, so you can readily see that this is not enough to supply ordinary requirements. We have no hesitancy in advising shipments and we believe they will strike an attractive market on arrival.

### REPORT CLOVER MILDEW NOT DANGEROUS

But little damage is expected from the mildew disease now appearing so universally on the Clover plants, according to the Department of Botany at the Ohio Experiment Station. This Clover mildew is a very old disease but has never been observed to be so widespread as during this season, it is stated. It is believed that moist, hot weather has been favorable for the development of the mold-like growth on the Clover and that as soon as frosts and cold weather comes it will be checked. Botanists state that European veterinarians have reported that this mold disease was responsible for stomatitis or inflammation of the mouths of horses and cattle, but no reports of this trouble are so far known in Ohio.

### EARLY INCREASE IN FEED DEMAND NOT EXPECTED

A survey recently concluded by the Bureau of Markets and Crop Estimates, covering every section of the country, indicates that an early strengthening in the feed demand is not considered likely by a large majority of the principal feed dealers and manufacturers.

The principal reason for the more or less pessimistic view is that as long as farm grain prices remain at their present levels much grain which otherwise would be shipped to market will remain on farms to be ground and utilized as feed. Only a few replies expressed the opinion that a lowering of freight rates might lead to more advantageous farm prices and result in increased shipments of feed grains and a consequent necessity for the shipping in of manufactured and mixed feeds.

Other factors were the exceptionally good pastures and ideal weather through the best part of the fall season which delayed barn feeding. These conditions appear to be general and are resulting in an accumulation of feed supplies in addition to those already in storage, which compared with last year's, are large.

Another important factor, and one not generally recognized, is that southern farmers are following the system of diversified farming on a larger scale than heretofore because of the reduced cotton acreage and have on hand considerable quantities of corn, legumes and other fodder. As consumption of feedstuffs in the Southeast has been steadily increasing because of increased dairying and stock raising, and as feeders heretofore have been obliged to secure most of their requirements from the Northwest and Middle West, the reduced demand from the Southeast is not by any means the least important of the weak features in the present situation.

### NEW YORK HAY TRADE QUIET

BY C. K. TRAFTON

Much of the time during the first half of the month under review there was a comparatively strong undertone in the hay trade. During this period receipts were surprisingly light, especially by rail, and consequently the offerings were frequently limited, notably of superior grades of Timothy and Light Clover Mixed. Consequently it was plainly evident that farmers and country shippers were still holding back, making it clear that they had not yet fully recovered from their bitter experiences of the preceding month. According to advices from the interior it was patent that they continued dissatisfied because of the losses they had sustained, as noted in my last review, and therefore were unwilling to sell excepting in a sparing fashion. As a consequence No. 1 Timothy or Light Clover Mixed in large bales became somewhat scarce at nearly all railroad terminals and therefore commanded a premium for the time being. On the other hand, common and inferior grades were held in check by momentarily liberal arrivals by canal and river boats.

In some quarters it was contended that the firmness in good to choice descriptions was partly traceable to fair buying for prompt shipment, prompted by the fear of a railroad strike.

Later in the month there was a radical change in the temper of the market, buoyancy being followed by depression. There was a sudden falling-off in the demand, almost all buyers having withdrawn from the market or greatly reduced their bids, partly because they anticipated increased receipts as soon as rail freights were reduced. In addition, it was said that the demand from consumers had become exceedingly lifeless as it was alleged that feeding to horses had become greatly curtailed. It was stated in explanation that numerous horse owners had decided to feed less hay because of the high cost and substitute oats or millfeed. It was

pointed out that millfeed was selling wholesale at \$21 per ton and oats at about \$26, while hay had been selling around \$30, if not slightly higher. In the judgment of numerous experienced members of the trade, the price difference between the staples named was entirely too wide. Consequently it was freely contended among distributors and local dealers that unless hay became cheaper it would be to their advantage to use larger quantities of oats or feed.

Following this withdrawal of buyers the offerings of hay suddenly became appreciably larger and consequently prices speedily declined to about the lowest level of the season.

Receipts of Alfalfa hay from California via the Panama Canal have been fairly liberal and as a general thing the quality was considered desirable. As a consequence sales were made promptly of choice grades to nearby dairies at about \$28 and \$30 per ton, or about \$4 to \$5 a ton premium over the Alfalfa from nearby states. Trade in straw has been generally inactive and notwithstanding moderate receipts prices finally sagged to a slightly lower level.

### NEW YORK HAY EXCHANGE ELECTION

At the annual meeting of the New York Hay Exchange Association last month the following officers were elected for the ensuing year: Fred M. Williams of W. D. Power & Co., was re-elected president; C. S. Carscallen of Carscallen & Cassidy, first vice-president; A. F. Fisher, second vice-president;



FRED M. WILLIAMS

Richard J. O'Brien, secretary; A. J. Nutall, treasurer. The new directors are Charles McAllen, John E. Murray and E. O. Binzen whose terms expire in 1923. The holdover directors, whose terms expire in 1922, are S. A. Vroman, H. Z. Baum, and R. C. Tygert. Among the recently elected members of the Exchange are H. L. Post and Chas. Ladew.

The meeting was well attended and one of the most satisfactory ever held. It was determined to make particular effort to improve conditions of the hay trade of Greater New York during the coming year. During the past month conditions in the trade have shown considerable improvement it was declared, and there had been a very noticeable increase in the use of horse drawn vehicles in the metropolis.

### CALIFORNIA HAY AT EASTERN PORTS

Several shipments of Alfalfa hay from California, ranging in volume from 500 to 3,000 bales, were received during October at eastern seaboard markets, including New York City, Newark, N. J., and Boston, Mass. These shipments, says the *Market Reporter* for November 5, mark the first time California hay has sold in any considerable quantity in Atlantic Seaboard cities. A light crop of locally grown hay and high freight rates from the Alfalfa producing sections of the Central West have made it possible for the California growers to compete for business in the eastern markets.

This hay is being shipped via the Panama Canal on regular steamers plying between the Pacific and

Atlantic Coast markets. The water rate is \$12 per ton, including canal tolls, but exclusive of lighterage or other distribution charges at delivery points. The minimum amount that will be carried at this rate is one car load, and delivery is restricted to ports at which the ship makes regular stops when less than a full cargo is on board.

Shipments made up to November 1 have consisted of choice and No. 1 Alfalfa (shippers' grade) in large 5-wire single compressed 200-pound bales. The hay arrived apparently in good condition. The weather generally has been favorable for long-distance shipments, but it is thought by dealers in the eastern markets that no trouble will be experienced on account of hay getting out of condition enroute if it is in proper condition when shipped. Because of the method of handling, both in loading and unloading from the boats, few bales are broken. In fact, about the only damage noted has been a few broken wires. The shattering is no more than would occur in unloading from a car, and consists only of the leaves and a few stems from the outside of the bale.

No accurate statement can be made as to the amount of California hay that has arrived in the East, nor is there any means of determining just how much of this hay can be used in the eastern markets during the next few months. At present the largest amount is being received by New York City dealers, but smaller lots are also being shipped to Boston and possibly Philadelphia.

### MICHIGAN 1921 BEAN CROP

The most recent Michigan Crop Report has the following to say on this year's crop of dried beans in that state:

"While but little threshing of the late crop has been done, reports indicate a fair yield from all sections and considerably better than the returns from the early planted crop. The crop averages 7 per cent of normal, or 10.8 bushels per acre. The average last year was 13 bushels per acre. The total crop is placed at 1,000,000 bushels less than last year, there having been a considerable falling off in acreage in part of the state, as well as yield. Owing to a second setting of blooms in many sections, there are mixed green beans with the mature crop, which are causing a very heavy pick.

"The shortness of the yield will be increased on account of the heavy package, and that which will perhaps influence the market more than anything else is the fact that the elevators cannot prepare the beans, or, in other words, handpick them, at anywhere near the usual rate, which means a higher cost of handling the crop. That the elevator output will be seriously reduced on this account is acknowledged."

### NEW FEED BRANDS

"HAPPY" mixed feeds used for domestic animals and poultry. Edgar-Morgan Company, Memphis, Tenn. Filed June 9, 1921. Serial No. 148,877. Published October 4, 1921.

"RIMCO" hen feed, chick feed, laying mash and cornmeal. Richland Milling Company, Belleville, Ill. Filed June 18, 1921. Serial No. 149,356. Published October 4, 1921.

"WHITE ROCK" poultry feed. Omaha Alfalfa Milling Company, Omaha, Neb. Filed May 20, 1921. Serial No. 147,982. Published October 18, 1921.



"CEPRO" dairy feed, horse feed, hog feed, poultry feed. Cereal Products Company, Manitowoc, Wis. Filed May 2, 1921. Serial No. 147,088. Published October 25, 1921.

Poultry feed. Charles L. Teuteberg, St. Louis, Mo. Filed May 9, 1921. Serial No. 147,478. Published October 25, 1921.

"PERFECTION" horse feed. Omaha Alfalfa Milling Company, Omaha, Neb. Filed May 20, 1921. Serial No. 147,980. Published and registered October 25, 1921.

"PERFECTION" seeds for food purposes and poultry feeds. George P. Sexauer & Son, Brook-

A	<b>ALFALFA</b>	A
L	<b>We are the Largest Distributors</b>	L
F	<b>of ALFALFA in</b>	F
A	<b>GREATER NEW YORK</b>	A
L	Shippers who have Alfalfa Hay to dispose of, if they will	L
F	communicate with us we will provide a satisfactory outlet.	F
A	<b>ALFALFA</b>	A
A	<b>W. D. Power &amp; Co.,</b> 12-15 N. Y. Hay Exchange	A
	<b>NEW YORK</b>	



ings, S. D. Filed January 27, 1921. Serial No. 142,856. Published and registered October 25, 1921.

## Trademarks Registered

147,541. Cotton seed meal for use as an animal food. Ashcraft-Wilkinson Company, Atlanta, Ga. Filed December 6, 1920. Serial No. 140,629. Published June 28, 1921. Registered October 25, 1921.

147,581. Manufactured horse, hog, dairy, calf, poultry and stock feeds. Curtiss Grain Corporation, Buffalo, N. Y. Filed October 22, 1920. Serial No. 138,673. Published June 21, 1921. Registered October 25, 1921.

## SITUATION IN THE ST. LOUIS HAY MARKET

BY SAMUEL F. LARRIMORE

Prices in the St. Louis hay market showed a very marked decline toward the last of October, due largely to heavy receipts and the fact that most buyers had already supplied their needs considerably in advance in anticipation of a rail tie-up. Timothy, Alfalfa and Prairie hay arrived in considerable quantities and at the time of writing there is a surplus of these qualities on hand. No doubt receipts will ease off on account of the price decline, and also it seems probable that the demand will increase as soon as buyers have used up their reserve.

The Timothy market is quiet, with very sharp reductions in prices due to buyers having accumulated reserves in anticipation of a rail strike. When the anticipated strike failed to materialize many cancelled their orders. Added to this, the shippers made last minute shipments of all grades of hay resulting in a liberal supply but very little demand. The inevitable result was a sure decline. It will take about another week to bring about a return to normal business. The continued mild weather also has had a depressing influence on the local hay market, and served to further lighten the demand.

What has been said of the Timothy hay market can also be said of all the other grades, including Alfalfa and Prairie. The Alfalfa market is dull and prices lower, with increased receipts. Choice Leafy Alfalfa is being sold to advantage, but the lower grades and milling Alfalfa is dull and slow. The consumer is well supplied with hay and the immediate future holds no bright prospect, at least until the accumulation now on hand is cleaned up, which should have been an accomplished fact by the time this issue reaches the reader. However, shippers are advised to go slow for another week, unless they are willing to accept lower prices.

Price ranges in the St. Louis hay market for the last half of October were as follows:

Timothy: No. 1, \$20 to \$25; Standard, \$18 to \$23; No. 2, \$15 to \$20.

Light Clover Mixed: No. 1, \$18 to \$22; No. 2, \$15 to \$20.

Heavy Clover Mixed: No. 1, \$17 to \$21; No. 2, \$15 to \$19.

Pure Clover Hay: No. 1, \$21 to \$24; No. 2, \$17 to \$21.

Alfalfa: Choice Leafy, \$22 to \$26; No. 1 Leafy, \$20 to \$25; Milling No. 1, \$18 to \$21; Standard, \$17 to \$19; No. 2, \$15 to \$18.

Prairie Hay: Choice, \$18 to \$20; No. 1, \$16 to \$19; No. 2, \$13 to \$16.

Prices were fairly steady up until it was certain that the rail strike would not be called and then a sharp break occurred. It should also be noted that prices did not advance in anticipation of the strike.

## THE KANSAS CITY HAY MARKET

BY B. S. BROWN

Hay prices at Kansas City continued to sag the past week or so, with demand generally reported dull for the moderate supplies. Clearance of Alfalfa as a rule was fairly good, but Prairie and other grades were hard to dispose of, particularly when arrivals were a few cars above the recent average. Carrying charges have been burdensome on many arrivals recently. In the past few weeks Alfalfa has been unchanged to \$1.50 a ton lower, with the top grades showing the full decline. Prairie has declined 50 cents to \$1, while lowland prairie and midland prairie, in which there has been little or no trade, has been nominally steady. Timothy has been quoted unchanged to \$1 lower and light Clover Mixed has been steady to about 50 cents lower.

The unusually low price of mill feed and the large quantities pressing on the market for immediate sale have been a factor in restricting the demand for hay and making the market dull. Dairies especially have shown a preference for the cheap bran. Other feedstuffs also are relatively cheap and when available near dairies are more attractive to feeders than hay as freight charges for the latter are exorbitant.

The proposed reduction in freight rates recently authorized by the Interstate Commerce Commission will bring much relief once they are in effect, but they will not be a remedy for all the handicaps that the market has had to contend with for months. Some indication was given by western roads last

week that the reduction would be opposed, which may result in considerable delay in issuing the new tariffs.

Receipts in October, as officially reported, were 1,739 cars, compared with 2,509 cars in the same month a year ago and a 10-year October average of 2,921 cars.

A cut on hay commission rates to 75 cents a ton is in prospect in Kansas City. Replying to recent requests from Clyde Reed, chairman of the Kansas Utilities Commission, Charles D. Carlisle of the Carlisle Commission Company, said he believed a 25 per cent reduction from the present commission charge of \$1 a ton would follow the reduction of freight rates. Before the war the rate was 50 cents a ton, during the war 75 cents a ton and since 1919 \$1 a ton.

The lumber yard of Royce & Coon at Rudolph, Ohio, has been leased by W. Wittenmyer. He will handle feed, grain and flour.

H. D. Egly has incorporated at Strongsville, Ohio, as the Strongsville Feed & Supply Company. Its capital stock is \$10,000.

A branch store has been opened at Two Harbors, Minn., by the Workers & Farmers Co-operative Company in which they will handle feed and flour exclusively.

The Poultry Feed Association has been incorporated at Bellingham, Wash., capitalized at \$20,000. John R. Gill, P. C. Young and R. T. Hawley are interested.

The feed mill at Dundas, Ont., formerly owned by Andrew Motherwell, has been purchased by A. R. Roberts. Mr. Roberts has been connected with the grain trade in Toronto for two or three years.

A 95x65 foot building is to be erected at Darlington, S. C., by the Darlington Syrup Mills. Machinery of one-ton feed per hour capacity is to be installed. H. A. Humphries is secretary-manager of the firm.

A feed and flour warehouse is to be built at Coffeyville, Kan., for the Farmers & Merchant Feed Mill. The warehouse will be of brick and tile construction and will be ready for operation in the near future.

Henry P. Caulkins has purchased the old hay and feed business at Long Branch, N. J., established by C. P. Soffel over 25 years ago. Mr. Caulkins has been associated with the business for 20 years.

A new building, 38x50 feet, is to be occupied by the Garfield Feed & Fuel Company of Alhambra, Calif., of which M. C. Thorsen is proprietor. The plant will be of cement and tile construction, two stories in height.

Capitalized at \$50,000, the Globe Flour & Products Company has been incorporated at Boston, Mass., to mill feed and flour. The officers of the firm are: Norman Weisberg, president, and Sam. Ulman, treasurer.

A branch warehouse has been established at Rhinelander, Wis., by the Albert Miller & Co., of Chicago. The company will handle feed and hay there. Clyde Clark is local manager; L. Hamilton, field manager.

To handle mill feed, hay, grain and poultry supplies, the Astoria Feed Company has been organized at Astoria, Ore. The business will be managed by A. Leinenweber who for the past 12 years

has been with the East Side Feed Company and later with the Union Feed Company. The company will occupy quarters in the former Astoria Iron Works property.

A millfeed brokerage business has been started by Albert E. Neass at 610 Corn Exchange, Minneapolis. Mr. Neass was formerly with the Schreiber Milling & Grain Company, but more recently with the Bergman Mill Feed, Inc.

The feed business and flour mill of G. G. Jones of Larue, Pa., have been purchased by C. C. Chinnault of Boiling Springs, Pa. The mill has been conducted by Mr. Jones for the past 12 years and is one of the oldest in the state.

A branch store has been opened at Winston-Salem, N. C., by the Scott Feed Company of Charlotte, N. C. The store will carry complete supplies of feed of all kinds for stock, poultry, etc. M. R. Davis of Charlotte is manager.

A modern factory is to be installed at 48 East Union Street, Pasadena, Calif., by the California Alfalfa Products Company. Twenty or more products will be manufactured by the company, which will be managed by Glen B. Willis.

The name of the Clute-Morris Company, Inc., of Albany, N. Y., has been changed to that of the United Flour & Feed Company, Inc. W. M. Mead is president of the company; Fred B. Smith, treasurer; Walter E. Barker, secretary.

The plant of the Farmers Co-operative & Equity Company of Big Bend (Lamar p. o.), Colo., has been leased for a term of 12 months to the Lamar Alfalfa Milling Company of Lamar, Colo. They hold an option to buy the property.

A modern feed store to be known as the Oglesby Feed Store Company has been opened at Fort Smith, Ark., by W. T. Oglesby, formerly of Little Rock, and J. T. Sexton. The company will handle a complete line of feed, flour, hay and grain.

F. A. Wyckoff is president, Fisher Wells, vice-president, treasurer, E. F. Snyder, secretary, Seth H. Dayton of the North Eastern Pennsylvania Feed Dealers Association of Towanda, Pa. They were elected at the recently held annual meeting.

Barnard & Leas milling equipment has been purchased and will be installed in the building which Henry Solomon Coal & Iron Company of Monroe, Wis., is erecting for that purpose. The company has been conducting a feed warehouse there. The mill will be ready about November 15.

Capitalized at \$350,000, the Conyers Livestock & Feed Company has been incorporated with main offices at Waco, Texas. N. Conyers, G. W. Glass and M. J. Poole are the incorporators. The company also operates at Marlin, Mexia, Bryan, and Beaumont, Texas, and Lake Charles, La.

The Dallas Feed Company of Dallas, Ore., has been purchased from Colwell & Welch by the Oregon Grain Company, Inc., of Turner, Ore. H. A. Thiessen is president; R. Lee Thiessen, secretary-treasurer of the company. The company also has stores at Shaw, Aumsville, Silverton and Turner.

Thos. Hockey and George McCurdy at Scottdale, Pa., have sold out to the City Feed Store. The business was known as the Broadway Flour & Feed Mills. McCurdy and Hockey have purchased the property and feed business of Dull & Co., of Connellsville and will conduct a feed and flour business there.

# TRANSPORTATION

## LIABILITY UNDER EXPORT LADING

The Court of Appeals of Maryland in reviewing the case of *Fahey et al. vs. Baltimore & Ohio Railroad*, held that the intention as to destination with which goods are delivered and accepted for conveyance by a carrier being the determining factor in deciding whether a consignment should be classified as foreign or interstate commerce, where a bill of lading described a consignment of grain as being for export, and, from an agreed statement of facts, it appeared that each carload, at the time it was shipped and at the time it was destroyed in transit, was intended for transportation by railroad to Baltimore, where it was to be unloaded into the carrier's elevators and thereafter loaded into a vessel for transportation to a point in Europe, the shipments were in the course of transportation to a non-adjacent foreign country at the time of their destruction, so that a stipulation in the bills of lading, limiting the carrier's liability to the value of the grain at the time and place of shipment, was not contrary to the provision of the Federal Act to Regulate Commerce and its amendments (Comp. St., par. 8604a), prohibiting stipulations against recovery of less than the full amount of the actual loss or damage to property in transit

from one state to another, or for export to an adjacent foreign country, nor did the purchase of such bills of lading by plaintiffs while the grain was in transit, though it affected the title thereto, make any change in its movement or destination or in any of its commercial characteristics.—*Fahey et al. vs. Baltimore & O. R. Co.*, 114 Atlantic Rept., p. 905.

## MISSOURI GRAIN RATES

The Missouri Commission issued an order, effective November 9, in which the carriers in that state are required to put into effect, prior to November 20, rates on grain, grain products and hay, intrastate in Missouri, which will conform to the rates suggested for interstate movements of these commodities by the Interstate Commerce Commission in the western grain rate case. The order was entered after most of the exhibits used by the state commissions in the western grain rate case were presented to the Missouri Commission for consideration, and after that body had called for and considered revenue reports of the carriers serving the state both as to interstate and intrastate traffic. The conclusion drawn by the state commission was that "the financial condi-



tion of the carriers as compared to the period in 1920 (when the Ex Parte 74 increases were allowed) is more favorable and that through wage reductions and economies some reductions in rates can be made.

"From a thorough analysis of the commodity statements of the defendants it appears that grain and grain products have been and are bearing an undue portion of the cost of conducting railway transportation," the report said. It is, therefore, found "that for the future, rates on wheat and hay will be unjust and unreasonable to the extent that they may individually include more than one-half of the increases authorized August 26, 1920; and that rates on coarse grains for the future will be unjust and unreasonable to the extent that they may exceed 90 per cent of the rates herein prescribed as a maximum on wheat, from and to the same points."

## THE CAR SUPPLY

The average daily number of surplus freight cars in good order dropped below the 100,000 mark for the first time this season in the period October 15-23, according to the weekly report of the car service division of the American Railway Association. The total was 99,971, as compared with 121,944 cars in the preceding week, a decrease of 21,973 cars.

The average daily shortage increased from 3,683 cars to 6,795 cars. The surplus was made up of the following classes of equipment: Box, 24,704; ventilated box, 835; auto and furniture, 1,085; total box, 26,624; flat, 8,589; gondola, 35,410; hopper, 14,498; all coal, 49,908; coke, 5,369; S. D. stock, 5,580; D. D. stock, 178; refrigerator, 462; tank, 406; miscellaneous, 2,855.

The shortage was made up of the following classes of equipment: Box, 3,168; ventilated box, 5; auto and furniture, 12; total box, 3,185; flat, 94; gondola, 1,510; hopper, 506; S. D. stock, 108; D. D. stock, 8; refrigerator, 1,370; miscellaneous, 14.

## RATES ON BARLEY MALT

An applicable class B rate of \$1.24 per 100 pounds on barley malt, from Great Falls, Mont., to Milwaukee, Wis., on October 11, 1918, was unreasonable to the extent that it exceeded 70.5 cents, and the present rate is and for the future will be unreasonable to the extent that it exceeds or may exceed 70.5 cents plus the general increase under Ex Parte 74, the Commission has held in No. 11,959, Kurth Malting Company vs. Director-General, as agent, and C. M. & St. P., opinion No. 7147, 63 I. C. C., 446-7. The complainant contended that the rate of \$1.24 was unreasonable to the extent that it exceeded the rate of 43.5 cents contemporaneously applicable on malt sprouts and on barley and other grains and grain products, from Great Falls and other Montana points to Milwaukee.

The Commission followed its decision in Kruth Malting Company vs. Director-General, 60 I. C. C., 114, wherein it found that the rate of 70.5 cents on malt from Great Falls to Milwaukee, in effect when the shipments in the instant case moved, was not unreasonable or otherwise unlawful in comparison with the contemporaneous rate of 43.5 cents on barley. An allegation of unjust discrimination and undue prejudice was not sustained, the Commission said.

## NEW RATES MAY BE HELD UP

The decision in the Western Rate Case which gave reduction of 50 per cent of the increase granted in Ex Parte No. 74, may not be voluntary as advised by the Commission. The Labor Board's decision not to make further reductions in wages has put railway executives in the position of declining to make voluntary reductions, in justice to stockholders of the roads.

Adherence by the executives to their determination to do nothing about general reductions will put on the Commission the responsibility of deciding whether, in view of what the Labor Board told the brotherhoods, it can afford formally to order them to cut their revenues below the level that will be caused by the reductions already made and reductions formally suggested in the western live stock and grain rate cases. It has motions, requests, and suggestions in large quantity on its files. It has made none of them public. Such publicity as the moves have received is the result of the movers telling about what they had done.

Intimations began coming to Washington on the subject of the attitude of the rail executives in connection with the western grain rate case soon after the strike was off. Traffic officials of western carriers, just about the time the strike was called off, asked the Commission for a conference on its grain rate decision. They did not indicate what things were in their minds. It was assumed, however, that they were having trouble in applying the Commission's report, because the grain rate structure is about as delicate as a ship's chronometer.

Prior to the withdrawal of the strike order, it has been learned, the Association of Railway Executives had practically agreed on a general 10 per

cent reduction on the agricultural products. It was suggested that a 10 per cent reduction on the whole list be substituted for the reduction suggested in the report on the western grain rate case, but that and every other suggestion of that kind was placed on the suspense file when the Labor Board took the action it did.

## RATE ON PEANUT HULLS

Attorney-Examiner William B. Hunter, in a report on No. 11,967, Sigmond Rothschild Company et al. vs. Abilene & Southern et al., recommended a finding that the rate on peanut hulls is applicable to peanut hulls that have been changed from the state in which they came from the machine used to crack them so the kernels would fall out. The carriers insisted that the product was "ground peanut hulls," because they had been run through rollers and compressed so that they would load from 24,000 to 35,000 pounds in a car. If they had not been rolled they would have loaded from 8,000 to 10,000 pounds.

In this case the railroads charged a rate of 31.5 cents on 21 carloads shipped from points in eastern Texas to destinations in western Louisiana. Hunter was unable to find that the trade knew anything about "ground peanut hulls," so he came to the conclusion that the specific description of ground peanut hulls did not take the product in question out of the general description. Therefore he recommended a holding that the 22-cent rate on peanut hulls applied to the rolled product, else there would have been no reason for the railroad making any effort to establish two rates.

## SWITCHING ABSORPTIONS AT TOLEDO

In a technical decision on switching absorptions at Toledo, the Commission has condemned the proposal of the Pennsylvania, in schedules suspended in I. and S. No. 1326, Absorption of Switching Charges at Toledo (2), opinion No. 7154, 64 I. C. C. 8-9, to limit its absorption of switching charges on grain and feed receiving transit privileges at Toledo to \$9 per car. The condemnation rests upon the technical fact, alleged by the Commission in its report, that the Pennsylvania had not sustained the burden cast upon it by law, of justifying the increase in cost to the shipper.

The Pennsylvania proposed, in the suspended

tariffs, that it should limit the amount of its absorption in such a way that it would not pay to its connections any rate increased by more than 40 per cent, which was the level of increases allowed by the Commission under Ex Parte 74. In absorbing part of a switching charge, it made schedules as if it were a shipper, and thereby proposed to limit the amount of the increase falling on it to 40 per cent. By limiting the absorption to \$9 per car it would pay a 40 per cent increase to the railroad receiving the benefit of the absorption. The shipper receiving the benefit of the switching would also have to bear an increase in the rate which he had theretofore been paying.

To show the effect of the Pennsylvania's proposal, the Commission took a switching charge, which, prior to August 26, was \$15.25. August 26 that charge became \$21. Prior to August 26 the Pennsylvania absorbed \$6.50, leaving \$8.75 to be paid by the shipper for whom the switching had been done. By limiting the absorption to \$9 per car, the Pennsylvania proposed that the shipper receiving the benefit of the switching should pay an increased charge.

The Commission pointed out that by such a limitation, the shipper would have the part he was to pay increased from \$8.75 to \$12 per car.

The Pennsylvania contended that what it had done would be in harmony with the Commission's decision in Ex Parte 74. The Commission did not answer that contention, but contented itself with pointing out that the carrier had not sustained the burden put on it by the law, that of justifying any increased charge proposed to be put upon a shipper.

The schedules containing the limitation of absorption on grain and feed also contained provisions for the absorption of switching charges on sugar, beans, lumber, ties, timber, poles and posts, accorded transit at Toledo. Protests were made only against the proposed limitation of absorption on grain and feed. The Commission, on its own motion, suspended the other items as well. On investigation it found that the absorption proposed on the other items would result in lower charges to the shippers. No protests having been received, the items providing for absorptions on traffic other than grain and feed will be allowed to become operative.

# COAL

## IOWA COAL OUTPUT DECREASES

The year 1921 will show a sharp decrease from normal of the annual production of coal in Iowa, according to L. E. Stamm, secretary of the state mine inspection department, in a report. The prospect for fall trade is good, however, and it is expected that production will increase, the report continues. It is estimated that the total production for the year will be about 5,000,000 tons. The normal production is about 8,000,000 tons yearly. "Iowa could produce 12,000,000 tons if there was the demand," said Mr. Stamm. "Foreign trade (outside the state) should be encouraged, but it is also a question of freight rates."

## THE BITUMINOUS COAL SITUATION

The National Coal Association has completed its survey of the bituminous coal situation and early this month rendered the following brief report:

1. Household consumers as a rule have not stocked their bins heavily with coal, but there is available in retail yards the country over a sufficient supply to last on an average of three weeks. This may be considered a reserve household supply.

Taken together, the stocks in the bins and in the retail yards, it is estimated, will average approximately from a six-weeks' to two-months' supply the country over.

2. Public utilities throughout the country have reserves to run their plants anywhere from two to four months and, in some cities, for a considerably longer period.

3. The railroad systems have supplies on hand for at least six weeks, with approximately another week's supply on wheels.

4. Industrial users are buying slowly, owing to the uncertainty of business and the consequent inability to forecast what their actual winter demand will be.

## INCREASE IN COAL PRODUCTION

The speeding up of coal production under the stimulus of a possible railroad strike is clearly shown in the report of the Geological Survey for the period immediately preceding the threatened walkout. For the week ending October 22, says the report "the total output of bituminous coal, including lignite and coal coked at the mine, it is esti-

mated at 10,993,000 net tons, an increase of 1,302,000 tons in a single week. The rate of production attained under the stimulus of emergency demand was not far below normal for this season of the year. In the corresponding week of 1917, for example, 10,844,000 tons were produced; in 1918 about 11,170,000 tons, and in 1920 over 12,230,000 tons.

"The influence of the fear of a stoppage of transportation is shown in the record of cars loaded daily. Instead of decreasing after Monday, as normally happens, the daily loadings increased steadily up to Wednesday, and declined but little thereafter; Monday, October 17, 33,826; Tuesday, October 18, 35,556; Wednesday, October 19, 35,964; Thursday, October 20, 35,459; Friday, October 21, 35,496; Saturday, October 22, 28,916.

"A further sharp increase is indicated by telegraphic reports of loadings on Monday and Tuesday of the week October 24-29, which were approximately 38,200 and 36,600 cars, respectively. The total for the two days shows an increase of 5,424 cars over the corresponding days of the week preceding.

"Whether the increased rate of production will be maintained now that the strike has been averted remains to be seen."

Coal is to be handled in the future by G. H. Dillingham, now conducting a grain business at Granite Falls, Minn.

A new coal shed has been built and coal conveyor installed for the Farmers Elevator Company of Walnut Grove, Minn.

The coal business and elevator of Thomas Thompson located at Jewell, Iowa, has been purchased by J. O. Larson and C. E. Glaman. Possession was given October 25.

Ralph G. Payne is now sales manager with the Superior Fuel Company in Kansas City, Mo. He was formerly in the general sales office of the Pittsburgh & Midway Coal & Mining Company.

A coal yard has been opened at Emporia, Kan., for J. M. Sloyer who has been in the feed business there for more than a year. It will be known as the S & S Coal Yard. M. Sloyer is manager.

Capitalized at \$10,000, the Star Coal & Feed Company has been incorporated at Shelby County, Tenn. A. Green, J. Kaplin, Wm. J. Bacon, L. D. Bejach and Tyler McLain are the incorporators.



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## FIELD SEEDS

[Continued from Page 403]

peanuts are sold in other quarters. Distributors in close touch with this Jewish trade state that because of the high cost of many other foods this seed is being used more extensively as a regular article of diet, as it has good meat value and has beneficial qualities. The wholesale quotation is now  $3\frac{1}{4}$  to  $3\frac{1}{2}$  cents. Importers state that practically nothing additional is being offered by Argentina. Siberian seed is offered at 6 cents c.i.f. New York.

There has been no general animation in the market for field seeds and price changes have been unimportant. The prevailing tone has been slightly easier, excepting in the case of Redtop.

Alfalfa furnished the feature as far as actual business was concerned. During the early part of the month a fair trade was accomplished, which held prices fairly steady in spite of larger arrivals, chiefly from Argentina. Later there was less demand and prices dropped about one cent. Arrivals continued large, making the total for the month about 6,735 bags, against 1930 in September. Moreover, although Argentine shippers claimed that little was left for export, some offers were received at 14 cents c.i.f., compared with  $14\frac{1}{2}$  to 15 cents last month. Moreover, France offered seed at  $12\frac{1}{2}$  to 15 cents, the latter for Provence seed, against quotations of 17 cents a month ago. It was claimed, however, that the seed contained too much buckhorn, and hence importers were not buying.

Clovers have declined from 1 to 5 cents, with White Clover especially easy. About 330 bags arrived during the month, mainly from Germany, against 200 bags in September. Sweet Clover lost about two cents, being in fair supply, while demand was poor owing to reports of good crops in Europe, as well as in this country. Arrivals of Red Clover were larger, about 1,740 bags, against 1,540 in September. Demand was only moderate and is not expected to improve materially until December. In the meantime, there is a fair stock here and importers believe that enough will be received from France and Chile to fill all requirements. The latter country contributed nearly 800 bags of the month's arrivals and has been offering at  $18\frac{1}{2}$  cents c.i.f. New York, against 21 cents previously. Moreover, France has made offers as low as 19 cents, but the samples are not as good as last year's. Representatives of New York houses are now in Italy. While that country is not offering openly it is thought that some seed might come from there by way of France during December and January. Speculators are buying at 16 cents f.o.b. Bologna, possibly for shipment to France.

Redtop has advanced about one cent, mainly owing to large exports, about 8,060 bags, including 5,000 to the United Kingdom. Denmark, Holland, and Germany got the balance, but business with the latter country has been impossible recently because of the collapse of the mark.

Timothy has gained from one-quarter to one-half cent owing to a fair export demand, although shipments for the month were smaller, about 2,600 bags, chiefly to the United Kingdom.

Orchard Grass is about one cent lower as there has been little demand while stocks have been ample in spite of much smaller arrivals, roughly 2,180 bags against 12,068 during September. Denmark was again the chief contributor.

Canary seed arrivals were much larger, about 8,550 bags, against 855 in September. About 7,000 bags came from Argentina and in some quarters it is claimed that little is left there for export. Such seed is now quoted at  $3\frac{3}{4}$  cents. The arrivals from Europe included 550 bags from Spanish ports, but

in well-posted quarters this was thought to be Moroccan seed, which is quoted at  $5\frac{1}{2}$  cents, against 6 cents for the genuine Spanish article. There has been enough demand here to absorb the larger arrivals, and in some quarters a shortage is developed. This is expected to become more important in case recent inquiries from Mexico and Cuba should result in business.

Bluegrass prices are practically unchanged, although supplies are extremely light. Exports were only 270 bags to France, compared with a total of 2,150 bags in September. Alsike is also unchanged with exports of only 400 bags to the United Kingdom. The reduction in the discount as compared with Red Clover is in line with suggestions in our October report.

Rye Grass arrivals were much larger, roughly 2,500 bags, against 200 in September. Other arrivals were: 610 bags of Crimson Clover, against 1,475 in September; 250 bags of Vetches, against 710 in September, and about 3,850 bags of Rapeseed, against nearly 1,900 in September. The exports included 452 bags of Fescue to Denmark.

C. M. Oudijk of Oudijk Bros. & Co., growers of seeds, plants and bulbs at Waddinxveen, Holland, arrived in New York early in October and established headquarters at 18 Broadway. He stated that he intended to spend about three months traveling on the Atlantic Seaboard and to the Pacific Coast.

### THE MILWAUKEE SEED MARKET

BY C. O. SKINROOD

The receipts of Clover seed for the past month were 385,433 pounds as compared with 205,702 pounds received for the corresponding month a year ago. The offerings of Clover seed have therefore almost doubled, indicating a tendency to let go of supplies on the part of farmers much earlier than usual in the crop season.

The shipments of Clover seed for October were no less than 1,726,286 pounds as compared with shipments of 291,692 pounds for October a year ago, being nearly six times as large as a year ago. Shipments in the past month were also four times as large as receipts, indicating an exceptionally large movement for so early in the fall.

Receipts of Timothy seed in the past month at Milwaukee have been just a trifle under 1,000,000 pounds, the exact figures being 947,239 pounds. This compares with only 14,810 pounds received for October a year ago. Receipts last year were only nominal, the supply this year being about 70 times that for the corresponding month of last year.

Shipments of Timothy, however, are of much smaller volume with 290,077 pounds reported in the past month, as compared with 108,210 pounds for October a year ago. Receipts of Timothy seed in the past month were about three times as large as the shipments, indicating some accumulation of stocks.

Summarizing, these figures show that there were very large shipments of Clover seed and moderate receipts as compared with these shipments, while in Timothy the conditions were reversed with very large receipts and just fair shipments.

The general market for seeds has moved very closely in sympathy with the great slump in grains

and the congested market, according to the market report of the Chamber of Commerce. Clover and flax are reported heavy at the lower levels, while the decline in Timothy stimulated the demand to some extent and resulted in a moderate rally in quotations.

The monthly report shows that Clover declined \$1.50 for the month, Alsike about \$1 and flax 31 cents. Red clover was quoted at \$15 to \$21, Alsike at \$11 to \$17, White clover at \$32 to \$40, No. 1 flax from \$1.72 to \$2.03, bag lots being discounted 5 to 15 cents under car lots. Timothy was quoted from \$3 to \$4.50 for poor to good and \$4.25 to \$5.25 for the choice to fancy.

Some of the farmers of Wisconsin report extraordinary returns from their Clover areas this year. Matthew Gebhardt of Menomonee Falls said he delivered 14,200 pounds of Clover seed to a store in that city and received a check of \$2,093.20 for it.

Melvin Hayes, a farmer living in the Town of Sawyer, near Green Bay, said that he harvested a crop of Hubam Clover valued at \$4,200. This record production was obtained from a planting of five acres, said to require only a few pounds of seed. This Clover grew to a height of six feet in some instances.

Dodge County, Wisconsin, reports great interest in the growing of Clover seed this year because of the excellent returns. Genuine Grim Alfalfa seed was grown there which is said to be unusual in this section of the country. The county agent states that one farmer, O. P. Schwefel, of the Town of Leroy, raised 40 bushels of this hardy strain of Alfalfa. This strain, it is said, will withstand the hardest winters of the state of Wisconsin.

Added interest in seed growing in Wisconsin for 1921 is said to be due to the big returns in cash from seeds as compared with the low returns for most of the other farm crops.

The L. Teweles Seed Company reports remarkably fast service in a car of dried peas destined for Havre, France. This car left Milwaukee October 18 and was booked for sailing from Jersey City October 25. The car was routed via the Grand Trunk car ferry and the Lehigh Valley road. The car was switched from the Milwaukee road tracks to the Grand Trunk ferry dock and left the city the same day. It was delivered at Buffalo October 21 and arrived at Jersey City October 22. The car traveled nearly 1,000 miles and made the trip to the side of the Jersey steamer in exactly four days. This is declared to be unusually fast and prompt freight service.

The latest report on the Wisconsin flax crop shows some improvement in the yield with production estimated at 99,000 bushels as compared with 95,000 bushels a month ago. The crop last year was 101,000 bushels and the five-year average is only 65,000 bushels. The yield is therefore just a shade under the large harvest of a year ago, and about 50 per cent above the average for the last five years.

The last report on Clover seed showed a cut in  
[Concluded on Page 410]

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Sweet Clover, Alfalfa,  
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## GRAIN TRADE PATENTS

Bearing Date of October 4, 1921

Grain treating machine.—Henry Lepak, Minneapolis, Minn. Filed February 6, 1920. No. 1,392,649.

Clutch for grain separators.—Jacob R. Crogan, Shaunavon, Sask., Canada. Filed October 5, 1918. No. 1,392,403.

Grain Drier.—Wilbur Putnam and Garfield D. Longman, Lake Charles, La. Filed May 8, 1920. No. 1,392,794.

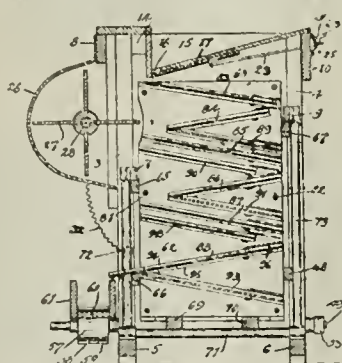
Bearing Date of October 11, 1921

Adjustable dust collector.—Martin W. Leonhardt, Chattanooga, Tenn. Filed June 13, 1921. No. 1,393,554.

Adjustable dust collector.—Martin W. Leonhardt, Chattanooga, Tenn. Filed March 3, 1921. No. 1,393,553.

Grain cleaning machine.—Henry Morton, Wood Bay, Man., Canada. Filed July 6, 1920. No. 1,393,154. See cut.

Claim: In a grain cleaning machine, a supporting and guiding structure for a reciprocable grain shoe comprising opposing sets of vertically disposed guide rollers engageable with opposite sides of a shoe and



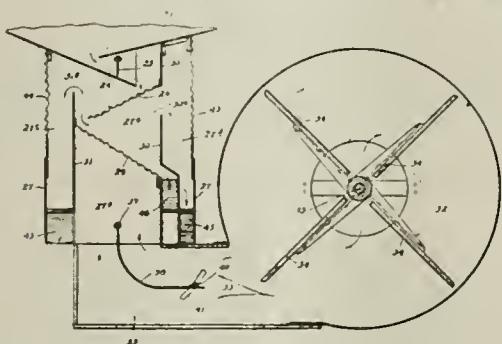
horizontally disposed supporting rollers extending entirely across the space between the two sets of vertical rollers and at the lower ends of the latter.

Bearing Date of October 18, 1921

Grain car door.—William Pinet, Vonda, Sask., Canada. Filed December 9, 1920. No. 1,393,962.

Grain separator.—Adolph G. Fehring, Minneapolis, Minn. Filed February 2, 1920. No. 1,393,993. See cut.

Claim: A grain separator having in combination a housing having screened openings in the upper portions of the sides thereof, partitions in said housings adjacent the sides thereof and having openings



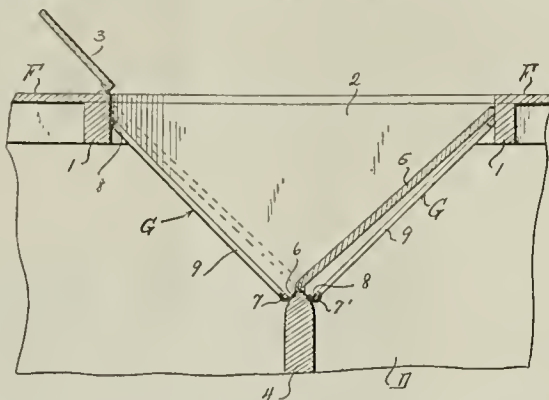
therethrough adjacent to said screen openings, oppositely inclined screens extending from and between said partitions, and means for forcing a current of air upwardly between said partitions through the said openings therein and out of said screen openings.

Bearing Date of October 25, 1921

Dump for grain elevators and the like.—Henry A. Peterson, Atwood, Kan. Filed April 2, 1921. No. 1,394,577. See cut.

Claim: In combination with a grain dump having a top opening, a dividing wall within the dump terminating below the top thereof, oppositely directed hook members carried by the upper portion of the dividing wall, and grid members bridging the space

between the upper portions of the dividing wall and the ends of the top opening of the dump, the lower



marginal portions of the grid members being engaged with the hook members.

THE U. S. War Department recently placed an order for \$60,000 worth of oats with the Albers Bros., and for 2,000,000 pounds of flour with the Portland Flouring Mills Company, both of Portland, Ore.

FAVORABLE growing weather in Canada is responsible for some freak oats found in the Grand Prairie district. Oat plants were found with three, four, and even five heads coming out of one sheath.

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Modern grain elevator in good corn territory in red clay section of North Florida. Write to JEFFERSON COUNTY PRODUCTS COMPANY, Monticello, Fla.

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#### FOR SALE

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#### FOR SALE

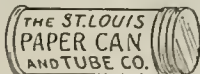
A 22-inch Robinson Single Runner Attrition Mill in good condition—run very little—belt drive. O. C. BOWERS & CO., Oklahoma City, Okla.

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60-horsepower Fairbanks-Morse.  
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One 24-inch Bauer Single Disc Attrition Mill, belt driven. New.

One 36-inch Scientific Attrition mill, direct connected to two 40-h. p. motors.

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[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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FIELD SEEDS

[Continued from Page 408]

production in one month of no less than 16,000 bushels. The big loss was due to the deterioration while the Clover was in swath or bundle, during which time there were heavy rains. Yield of Red Clover is reported below the average, while Alsike and White Clover, reports say, will be well up to the average.

The condition of Clover was given at 69 per cent compared with 80 per cent the month before, a decline of 11 per cent. The condition a year ago was 79 per cent and the average condition for seven years is also 79 per cent. The present crop is therefore about 10 points below the normal.

The Wisconsin production of Clover seed is now given at 220,000 bushels as compared with 236,000 bushels the month previous, 338,000 bushels produced a year ago and a five-year average of 298,000 bushels. The yield is therefore about 100,000 bushels, or one-third under the normal for the last five years.

The output of field beans in Wisconsin took a decided jump with 103,000 bushels, according to the last report, a gain of 8,000 bushels from the last previous monthly estimate. A year ago the yield was 147,000 bushels and the five-year average is 157,000 bushels. The crop is therefore about one-third under normal.

The production of field peas in Wisconsin, accord-

ing to the last monthly report, was 538,000 bushels as compared with 620,000 bushels estimated a month previous. This is a drastic loss of almost 100,000 bushels in a month. A year ago the production was 1,063,000 bushels and the five-year average is 873,000 bushels. This crop is about one-third of normal and only about one-half of the large harvest a year ago.

The Courteen Seed Company reports the seed trade is quiet but looks for good business with the opening of the new year. The supplies of seed are said to be moderate. An improving demand and a firmer market is looked for. A fair call is reported for Red and Alsike, the demand for Timothy is heavy and there are good inquiries for Sweet Clover and Alfalfa. White Clover is said to be exhausted in Wisconsin. The prices quoted by the Courteen Company are \$18 to \$20 for Red, \$32 to \$40 for White, \$10 to \$16 for Wisconsin Alsike and \$18 to \$21 for Western. Timothy is quoted at \$5.50 to \$5.75, Sweet Clover at \$6 to \$7.50 and Alfalfa at \$12 to \$16.

The Kellogg Seed Company also reports trade as dull with prices weak because of the declining tendency in grain trade. The company expects, however, a return of demand and a rally in prices in the near future.

The L. Teweles Seed Company also looks for a firmer market in seeds, believing that the present weakness is but temporary. The improvement is expected along in December, or with the turn of the new year when demand usually springs up in preparation for the spring planting. A fair demand

is reported for Timothy, the supply is small and the price range is given at \$5 to \$5.60. Alsike is found dull with light offerings, with quotations at \$13 to \$16. A fair demand is said to exist for Red Clover with a good supply and prices at \$18 to \$19. Good offerings of Alfalfa are met with a light demand, with prices at \$13 to \$15. A small amount of Sweet Clover is reaching the market, this being a little too early for this branch of the trade. Prices are given at \$7.50 to \$8.

A weak seed market is also reported by the North American Seed Company. The company says the main cause of the decline is the slump in grains, but prices are not expected to go much lower. It is believed that trade in seeds has been larger than most people think. The supply of Red Clover is said to be limited with quality good, demand strong and prices from \$17.50 to \$18.50. Timothy is also found to be in big demand with supply limited of the first-class quality. Prices are given at \$4.75 to \$5.50, depending on the quality.

White Clover is said by the North American Company to be cleaned up so that quotations are no longer important. High-grade Alsike is found scarce with demand good and prices from \$15 to \$17. Alfalfa prices are reported from \$17 to \$20 with a fair demand and no great quantity of high-grade offerings. A persistent demand is said to exist for Sweet Clover, but the supply is very small and prices are quoted at \$8 to \$10. The company looks for a good business in December following the precedent of past years. Trade has always been good, it is said, toward the close of December.

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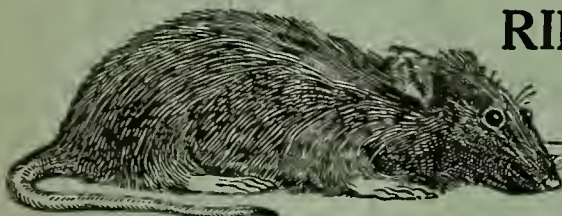
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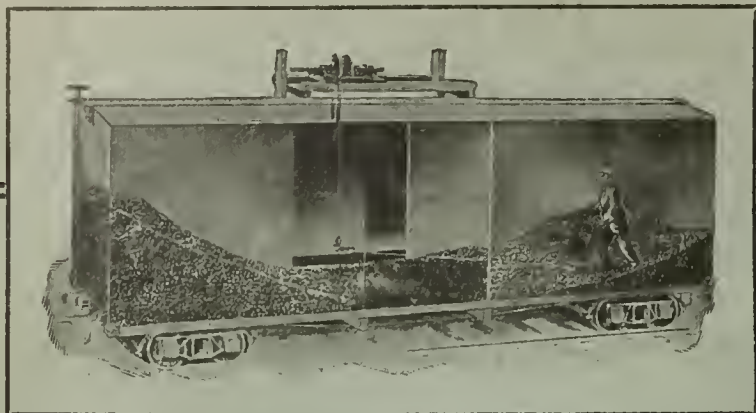
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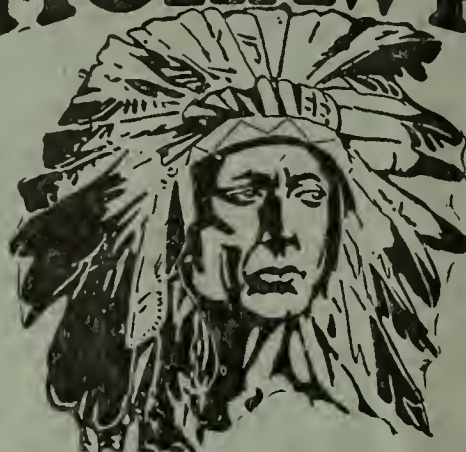
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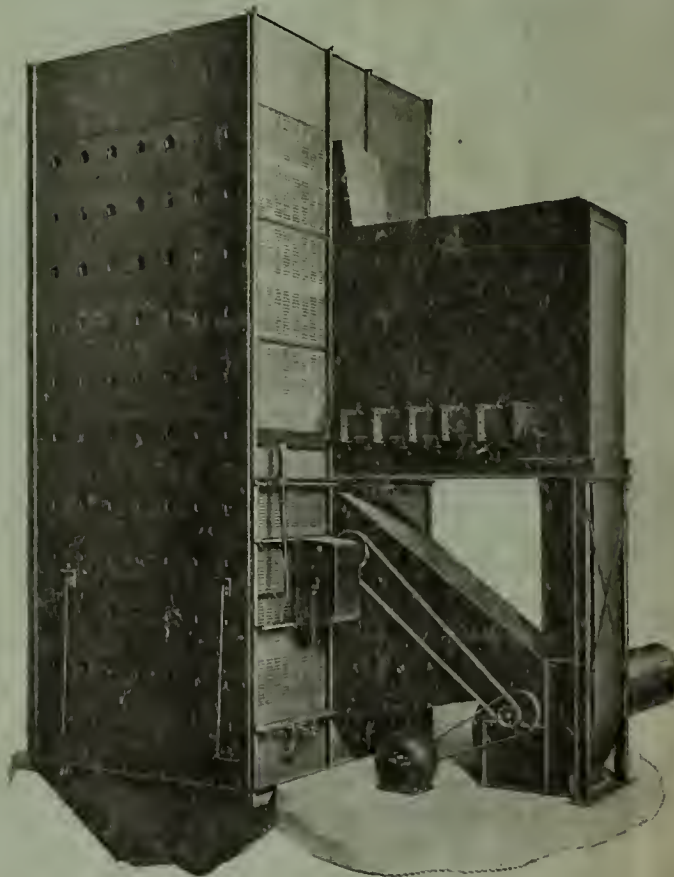
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